

# 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

June 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 JUNE 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>BELGIUM</b>																					
ANTWERP	VOLOTEA	S	24	0	0	0.0	0.0	20.8	20.8	37.5	12.5	8.3	0.0	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>20.8</b>	<b>37.5</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.8</b>	<b>20.8</b>	<b>37.5</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	100.0	5	13	
<b>TOTAL BURGAS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>46.2</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>5</b>	<b>13</b>	
<b>TOTAL BULGARIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>46.2</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>5</b>	<b>13</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	42	0	0	0.0	16.7	31.0	23.8	19.0	4.8	4.8	0.0	0.0	0.0	0.0	27	65.9	13	44	
<b>TOTAL COPENHAGEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>31.0</b>	<b>23.8</b>	<b>19.0</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>27</b>	<b>65.9</b>	<b>13</b>	<b>44</b>	
ESBJERG	BMI REGIONAL	S	40	0	2	7.1	54.8	14.3	14.3	0.0	0.0	4.8	0.0	0.0	0.0	4.8	12	90.0	4	50	
<b>TOTAL ESBJERG</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>54.8</b>	<b>14.3</b>	<b>14.3</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>4.8</b>	<b>12</b>	<b>90.0</b>	<b>4</b>	<b>50</b>	
<b>TOTAL DENMARK</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>35.7</b>	<b>22.6</b>	<b>19.0</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>78.7</b>	<b>8</b>	<b>94</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	116	0	2	5.1	26.3	44.9	9.3	8.5	2.5	1.7	0.0	0.0	0.0	1.7	13	83.6	6	116	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>26.3</b>	<b>44.9</b>	<b>9.3</b>	<b>8.5</b>	<b>2.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>83.6</b>	<b>6</b>	<b>116</b>	
<b>TOTAL FRANCE</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>26.3</b>	<b>44.9</b>	<b>9.3</b>	<b>8.5</b>	<b>2.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>83.6</b>	<b>6</b>	<b>116</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	80.9	10	110	
<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>80.9</b>	<b>10</b>	<b>110</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>80.9</b>	<b>10</b>	<b>110</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	1	10	
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	0.0	0.0	10.0	10.0	30.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>ICELAND</b>																					
KEFLAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	6	26	
<b>TOTAL 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>88.5</b>	<b>6</b>	<b>26</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>88.5</b>	<b>6</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	86	0	0	9.3	29.1	41.9	10.5	5.8	1.2	2.3	0.0	0.0	0.0	0.0	11	82.3	8	96	
<b>TOTAL DUBLIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>29.1</b>	<b>41.9</b>	<b>10.5</b>	<b>5.8</b>	<b>1.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.3</b>	<b>8</b>	<b>96</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 IRISH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>29.1</b>	<b>41.9</b>	<b>10.5</b>	<b>5.8</b>	<b>1.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.3</b>	<b>8</b>	<b>96</b>	
<b>ITALY</b>																				
CATANIA (FONTANAROSSA)	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	42	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</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>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																				
RIGA	AIR BALTIC	S	18	0	0	0.0	27.8	33.3	11.1	5.6	22.2	0.0	0.0	0.0	23	69.2	12	26		
<b>TOTAL RIGA</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>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.2</b>	<b>12</b>	<b>26</b>		
<b>TOTAL LATVIA</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>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.2</b>	<b>12</b>	<b>26</b>		
<b>MALTA</b>																				
MALTA	RYANAIR	S	15	0	1	0.0	31.3	18.8	18.8	18.8	6.3	0.0	0.0	0.0	6.3	18	0.0	0	0	
<b>TOTAL MALTA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.3</b>	<b>18.8</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	112	0	10	1.6	37.7	42.6	3.3	3.3	1.6	1.6	0.0	0.0	8.2	9	85.3	10	116	
AMSTERDAM	KLM CITYHOPPER	S	118	0	0	2.5	39.0	44.9	10.2	2.5	0.8	0.0	0.0	0.0	0.0	7	83.7	10	166	
<b>TOTAL AMSTERDAM</b>			<b>230</b>	<b>0</b>	<b>10</b>	<b>2.1</b>	<b>38.3</b>	<b>43.8</b>	<b>6.7</b>	<b>2.9</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8</b>	<b>84.4</b>	<b>10</b>	<b>282</b>	
<b>TOTAL NETHERLANDS</b>			<b>230</b>	<b>0</b>	<b>10</b>	<b>2.1</b>	<b>38.3</b>	<b>43.8</b>	<b>6.7</b>	<b>2.9</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8</b>	<b>84.4</b>	<b>10</b>	<b>282</b>	
<b>NORWAY</b>																				
BERGEN	LOGANAIR LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BERGEN	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	100.0	0	1	
BERGEN	WIDEROE FLYVESELSKAP A/S	S	90	0	2	0.0	44.6	44.6	4.3	2.2	2.2	0.0	0.0	0.0	2.2	6	77.4	12	84	
<b>TOTAL BERGEN</b>			<b>90</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>44.1</b>	<b>44.1</b>	<b>4.3</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>6</b>	<b>77.6</b>	<b>12</b>	<b>85</b>	
OSLO (GARDERMOEN)	BMI REGIONAL	S	32	0	0	0.0	50.0	31.3	15.6	3.1	0.0	0.0	0.0	0.0	0.0	7	69.0	19	42	
OSLO (GARDERMOEN)	SAS	S	34	0	2	0.0	38.9	47.2	2.8	5.6	0.0	0.0	0.0	0.0	5.6	5	73.3	9	30	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>44.1</b>	<b>39.7</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>2.9</b>	<b>6</b>	<b>70.8</b>	<b>15</b>	<b>72</b>	
STAVANGER	SAS	S	88	0	10	2.0	36.7	30.6	10.2	2.0	8.2	0.0	0.0	0.0	10.2	13	80.2	8	111	
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	78	0	4	1.2	53.7	35.4	4.9	0.0	0.0	0.0	0.0	0.0	4.9	2	79.5	6	78	
<b>TOTAL STAVANGER</b>			<b>166</b>	<b>0</b>	<b>14</b>	<b>1.7</b>	<b>44.4</b>	<b>32.8</b>	<b>7.8</b>	<b>1.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>8</b>	<b>79.9</b>	<b>7</b>	<b>189</b>	
<b>TOTAL NORWAY</b>			<b>322</b>	<b>0</b>	<b>19</b>	<b>0.9</b>	<b>44.3</b>	<b>37.2</b>	<b>7.0</b>	<b>2.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>7</b>	<b>77.5</b>	<b>10</b>	<b>346</b>	
<b>POLAND</b>																				
GDANSK	WIZZ AIR	S	18	0	0	0.0	44.4	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	75.0	13	20	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>13</b>	<b>20</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	44.4	22	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</b>	<b>44.4</b>	<b>22</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>60.5</b>	<b>17</b>	<b>38</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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</b>																				
FARO	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	77.8	6	9
FARO	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	0.0	9	87.5	8	16
<b>TOTAL FARO</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>0.0</b>	<b>9</b>	<b>84.0</b>	<b>7</b>	<b>25</b>
<b>TOTAL PORTUGAL</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>0.0</b>	<b>9</b>	<b>84.0</b>	<b>7</b>	<b>25</b>
<b>SPAIN</b>																				
ALICANTE	RYANAIR	S	16	0	0	0.0	43.8	43.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	17	18
<b>TOTAL ALICANTE</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>5</b>	<b>44.4</b>	<b>17</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	100.0	3	8
IBIZA	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
MALAGA	RYANAIR	S	16	0	0	18.8	43.8	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	8	18
<b>TOTAL MALAGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</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>2</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
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	73.1	29	26
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	80.0	9	5
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	25	0	0	4.0	36.0	24.0	8.0	20.0	4.0	0.0	4.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>36.0</b>	<b>24.0</b>	<b>8.0</b>	<b>20.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.2</b>	<b>25</b>	<b>31</b>
REUS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>37.0</b>	<b>37.0</b>	<b>6.8</b>	<b>8.2</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>11</b>	<b>70.7</b>	<b>17</b>	<b>75</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	100.0	1	8
LAS PALMAS	TUI AIRWAYS LTD	C	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	0.0	0	0
<b>TOTAL LAS PALMAS</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</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	1	0.0	11.1	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	11.1	28	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</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>11.1</b>	<b>28</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>29.4</b>	<b>29.4</b>	<b>5.9</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
<b>SWEDEN</b>																				
VISBY	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	0.0	24	1
VISBY	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1
<b>TOTAL VISBY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>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>0.0</b>	<b>34</b>	<b>2</b>
<b>TURKEY</b>																				
DALAMAN	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	90.0	2	10

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</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>14</b>	<b>90.0</b>	<b>2</b>	<b>10</b>	
<b>TOTAL TURKEY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</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>14</b>	<b>90.0</b>	<b>2</b>	<b>10</b>	
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	60	0	0	1.7	56.7	28.3	8.3	1.7	3.3	0.0	0.0	0.0	0.0	0.0	6	91.7	4	60	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>56.7</b>	<b>28.3</b>	<b>8.3</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>4</b>	<b>60</b>	
<b>BIRMINGHAM</b>																					
BIRMINGHAM	FLYBE LTD	S	147	0	5	2.0	52.0	32.9	5.9	2.6	1.3	0.0	0.0	0.0	0.0	3.3	4	86.6	8	216	
<b>TOTAL BIRMINGHAM</b>			<b>147</b>	<b>0</b>	<b>5</b>	<b>2.0</b>	<b>52.0</b>	<b>32.9</b>	<b>5.9</b>	<b>2.6</b>	<b>1.3</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>86.6</b>	<b>8</b>	<b>216</b>	
<b>BRISTOL</b>																					
BRISTOL	BMI REGIONAL	S	42	0	0	4.8	45.2	31.0	14.3	2.4	0.0	2.4	0.0	0.0	0.0	0.0	10	50.9	32	55	
<b>TOTAL BRISTOL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>45.2</b>	<b>31.0</b>	<b>14.3</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.9</b>	<b>32</b>	<b>55</b>	
<b>CARDIFF WALES</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	90.0	7	50	
CARDIFF WALES	FLYBE LTD	S	43	0	6	8.2	18.4	36.7	10.2	2.0	8.2	4.1	0.0	0.0	0.0	12.2	21	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>43</b>	<b>0</b>	<b>6</b>	<b>8.2</b>	<b>18.4</b>	<b>36.7</b>	<b>10.2</b>	<b>2.0</b>	<b>8.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.2</b>	<b>21</b>	<b>90.0</b>	<b>7</b>	<b>50</b>	
<b>DURHAM TEES VALLEY</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	91.2	4	114	
DURHAM TEES VALLEY	FLYBE LTD	S	108	0	7	7.0	27.8	36.5	13.0	4.3	4.3	0.9	0.0	0.0	0.0	6.1	12	0.0	0	0	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>108</b>	<b>0</b>	<b>7</b>	<b>7.0</b>	<b>27.8</b>	<b>36.5</b>	<b>13.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>12</b>	<b>91.2</b>	<b>4</b>	<b>114</b>	
<b>GATWICK</b>																					
GATWICK	EASYJET AIRLINE COMPANY LTD	S	108	0	0	9.3	27.8	24.1	19.4	10.2	9.3	0.0	0.0	0.0	0.0	0.0	19	62.7	25	110	
<b>TOTAL GATWICK</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>27.8</b>	<b>24.1</b>	<b>19.4</b>	<b>10.2</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>19</b>	<b>62.7</b>	<b>25</b>	<b>110</b>	
<b>HEATHROW</b>																					
HEATHROW	BRITISH AIRWAYS PLC	S	381	0	1	4.7	51.6	31.9	6.5	4.7	0.3	0.0	0.0	0.0	0.0	0.3	6	84.9	9	392	
HEATHROW	FLYBE LTD	S	160	0	0	26.3	39.4	25.6	5.0	2.5	1.3	0.0	0.0	0.0	0.0	0.0	4	83.3	10	156	
<b>TOTAL HEATHROW</b>			<b>541</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>48.0</b>	<b>30.1</b>	<b>6.1</b>	<b>4.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>5</b>	<b>84.5</b>	<b>10</b>	<b>548</b>	
<b>HUMBERSIDE</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	74.4	13	121	
HUMBERSIDE	FLYBE LTD	S	113	0	13	2.4	39.7	28.6	9.5	3.2	4.8	1.6	0.0	0.0	0.0	10.3	12	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>113</b>	<b>0</b>	<b>13</b>	<b>2.4</b>	<b>39.7</b>	<b>28.6</b>	<b>9.5</b>	<b>3.2</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>12</b>	<b>74.4</b>	<b>13</b>	<b>121</b>	
<b>JERSEY</b>																					
JERSEY	FLYBE LTD	S	10	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	1	8	
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>KIRKWALL</b>																					
KIRKWALL	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	74.1	16	54	
KIRKWALL	LOGANAIR LTD	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	113	0.0	0	0	
KIRKWALL	LOGANAIR LTD	S	188	0	2	11.6	42.6	26.8	9.5	3.7	4.2	0.5	0.0	0.0	0.0	1.1	9	85.2	7	122	
<b>TOTAL KIRKWALL</b>			<b>190</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>42.2</b>	<b>26.6</b>	<b>9.9</b>	<b>3.6</b>	<b>4.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>81.8</b>	<b>10</b>	<b>176</b>	
<b>LEEDS BRADFORD</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	64.1	19	39	
LEEDS BRADFORD	FLYBE LTD	S	1	0	40	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	97.6	42	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>40</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>97.6</b>	<b>42</b>	<b>64.1</b>	<b>19</b>	<b>39</b>	
<b>LONDON CITY</b>																					
LONDON CITY	EASTERN AIRWAYS	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
LONDON CITY	FLYBE LTD	S	91	0	1	1.1	26.1	39.1	15.2	12.0	1.1	4.3	0.0	0.0	0.0	1.1	19	77.9	21	104	
<b>TOTAL LONDON CITY</b>			<b>91</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>25.8</b>	<b>38.7</b>	<b>15.1</b>	<b>11.8</b>	<b>1.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>19</b>	<b>77.9</b>	<b>21</b>	<b>104</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: ABERDEEN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	42	0	0	0.0	23.8	28.6	16.7	14.3	16.7	0.0	0.0	0.0	0.0	0.0	24	71.7	15	46
<b>TOTAL LUTON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>28.6</b>	<b>16.7</b>	<b>14.3</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>24</b>	<b>71.7</b>	<b>15</b>	<b>46</b>
MANCHESTER	FLYBE LTD	S	308	0	4	1.9	47.8	33.0	5.4	3.5	5.4	1.6	0.0	0.0	0.0	1.3	11	78.6	20	318
<b>TOTAL MANCHESTER</b>			<b>308</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>47.8</b>	<b>33.0</b>	<b>5.4</b>	<b>3.5</b>	<b>5.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>78.6</b>	<b>20</b>	<b>318</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	88.0	9	83
NEWCASTLE	FLYBE LTD	S	79	0	7	9.3	36.0	29.1	7.0	3.5	2.3	3.5	1.2	0.0	0.0	8.1	16	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>79</b>	<b>0</b>	<b>7</b>	<b>9.3</b>	<b>36.0</b>	<b>29.1</b>	<b>7.0</b>	<b>3.5</b>	<b>2.3</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>16</b>	<b>88.0</b>	<b>9</b>	<b>83</b>
NEWQUAY	FLYBE 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	3	100.0	0	8
<b>TOTAL NEWQUAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
NORWICH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.2	20	89
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	77.7	14	121
NORWICH	FLYBE LTD	S	130	0	5	9.6	38.5	31.9	5.2	3.7	1.5	4.4	1.5	0.0	0.0	3.7	16	0.0	0	0
<b>TOTAL NORWICH</b>			<b>130</b>	<b>0</b>	<b>5</b>	<b>9.6</b>	<b>38.5</b>	<b>31.9</b>	<b>5.2</b>	<b>3.7</b>	<b>1.5</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>76.2</b>	<b>17</b>	<b>210</b>
SCATSTA	EASTERN AIRWAYS	S	38	0	24	16.1	14.5	11.3	6.5	3.2	1.6	3.2	4.8	0.0	0.0	38.7	37	0.0	0	0
<b>TOTAL SCATSTA</b>			<b>38</b>	<b>0</b>	<b>24</b>	<b>16.1</b>	<b>14.5</b>	<b>11.3</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>38.7</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</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	62.8	22	86
SOUTHAMPTON	FLYBE LTD	S	3	0	80	0.0	0.0	1.2	0.0	1.2	1.2	0.0	0.0	0.0	0.0	96.4	40	93.8	6	16
<b>TOTAL SOUTHAMPTON</b>			<b>3</b>	<b>0</b>	<b>80</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.4</b>	<b>40</b>	<b>67.6</b>	<b>19</b>	<b>102</b>
STORNOWAY	EASTERN AIRWAYS	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	86.4	11	44
STORNOWAY	FLYBE LTD	S	34	0	34	4.4	11.8	14.7	10.3	7.4	0.0	0.0	1.5	0.0	0.0	50.0	19	0.0	0	0
<b>TOTAL STORNOWAY</b>			<b>36</b>	<b>0</b>	<b>34</b>	<b>4.3</b>	<b>11.4</b>	<b>17.1</b>	<b>10.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>48.6</b>	<b>18</b>	<b>86.4</b>	<b>11</b>	<b>44</b>
SUMBURGH	EASTERN AIRWAYS	S	126	2	31	20.8	17.6	20.1	6.3	5.0	3.1	0.6	5.7	0.0	1.3	19.5	26	89.2	12	158
SUMBURGH	LOGANAIR LTD	S	227	0	15	6.6	36.0	31.0	5.8	6.6	5.4	2.1	0.4	0.0	0.0	6.2	15	82.4	10	262
<b>TOTAL SUMBURGH</b>			<b>353</b>	<b>2</b>	<b>46</b>	<b>12.2</b>	<b>28.7</b>	<b>26.7</b>	<b>6.0</b>	<b>6.0</b>	<b>4.5</b>	<b>1.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.5</b>	<b>11.5</b>	<b>19</b>	<b>85.0</b>	<b>11</b>	<b>420</b>
WICK JOHN O GROATS	EASTERN AIRWAYS	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	6	88
WICK JOHN O GROATS	FLYBE LTD	S	70	0	23	3.2	15.1	26.9	5.4	11.8	7.5	3.2	2.2	0.0	0.0	24.7	31	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>			<b>72</b>	<b>0</b>	<b>23</b>	<b>4.2</b>	<b>14.7</b>	<b>27.4</b>	<b>5.3</b>	<b>11.6</b>	<b>7.4</b>	<b>3.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>24.2</b>	<b>30</b>	<b>92.0</b>	<b>6</b>	<b>88</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2525</b>	<b>2</b>	<b>299</b>	<b>7.3</b>	<b>35.8</b>	<b>28.2</b>	<b>7.6</b>	<b>5.0</b>	<b>3.4</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.1</b>	<b>10.6</b>	<b>13</b>	<b>81.1</b>	<b>13</b>	<b>2920</b>
<b>TOTAL ABERDEEN</b>			<b>3574</b>	<b>2</b>	<b>334</b>	<b>6.2</b>	<b>36.0</b>	<b>30.9</b>	<b>8.0</b>	<b>5.2</b>	<b>3.2</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>8.5</b>	<b>13</b>	<b>80.8</b>	<b>12</b>	<b>4205</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>DENMARK</b>																					
COPENHAGEN	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	1	2	
<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>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>FRANCE</b>																					
FIGARI	TAG AVIATION (UK) 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 FIGARI</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 FRANCE</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>ICELAND</b>																					
KEFLAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	S	0	0	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	23	26	
<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>73.1</b>	<b>23</b>	<b>26</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>73.1</b>	<b>23</b>	<b>26</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	50.0	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>50.0</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>50.0</b>	<b>0</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	60	0	0	8.3	41.7	31.7	10.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	45.0	28	60	
<b>TOTAL AMSTERDAM</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>31.7</b>	<b>10.0</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>45.0</b>	<b>28</b>	<b>60</b>	
<b>TOTAL NETHERLANDS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>31.7</b>	<b>10.0</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>45.0</b>	<b>28</b>	<b>60</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	AER LINGUS	S	60	0	0	1.7	60.0	31.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	7	60	
FARO	AIR HAMBURG	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 FARO</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>60.7</b>	<b>31.1</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>7</b>	<b>60</b>	
<b>TOTAL PORTUGAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>60.7</b>	<b>31.1</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>7</b>	<b>60</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	61.5	20	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>61.5</b>	<b>20</b>	<b>26</b>	
MALAGA	AER LINGUS	S	60	0	0	1.7	36.7	38.3	11.7	8.3	3.3	0.0	0.0	0.0	0.0	0.0	11	85.0	13	60	
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>36.7</b>	<b>38.3</b>	<b>11.7</b>	<b>8.3</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>11</b>	<b>85.0</b>	<b>13</b>	<b>60</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	58.8	21	34	
<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>58.8</b>	<b>21</b>	<b>34</b>	
<b>TOTAL SPAIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>36.7</b>	<b>38.3</b>	<b>11.7</b>	<b>8.3</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>11</b>	<b>72.5</b>	<b>16</b>	<b>120</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	60	0	0	5.0	51.7	33.3	5.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	6	91.7	5	60	
<b>TOTAL ABERDEEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>51.7</b>	<b>33.3</b>	<b>5.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>5</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST 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	100.0	0	1
<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>0</b>	<b>1</b>
BIRMINGHAM	FLYBE LTD	S	375	0	9	1.6	36.7	35.9	9.1	8.1	3.9	2.1	0.3	0.0	0.0	2.3	14	67.0	19	372
<b>TOTAL BIRMINGHAM</b>			<b>375</b>	<b>0</b>	<b>9</b>	<b>1.6</b>	<b>36.7</b>	<b>35.9</b>	<b>9.1</b>	<b>8.1</b>	<b>3.9</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>14</b>	<b>67.0</b>	<b>19</b>	<b>372</b>
CARDIFF WALES	FLYBE LTD	S	88	0	3	1.1	37.4	39.6	5.5	5.5	7.7	0.0	0.0	0.0	0.0	3.3	12	96.7	2	60
<b>TOTAL CARDIFF WALES</b>			<b>88</b>	<b>0</b>	<b>3</b>	<b>1.1</b>	<b>37.4</b>	<b>39.6</b>	<b>5.5</b>	<b>5.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>12</b>	<b>96.7</b>	<b>2</b>	<b>60</b>
DONCASTER SHEFFIELD	FLYBE LTD	S	22	0	0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>63.6</b>	<b>36.4</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>0.0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	212	0	0	1.4	54.2	29.2	5.2	5.7	4.2	0.0	0.0	0.0	0.0	0.0	8	84.8	10	222
EAST MIDLANDS INTERNATIONAL	TAG AVIATION (UK) 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	10	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>53.7</b>	<b>29.4</b>	<b>5.6</b>	<b>5.6</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>8</b>	<b>84.8</b>	<b>10</b>	<b>222</b>
EDINBURGH	FLYBE LTD	S	220	0	1	2.3	34.8	37.1	8.6	11.3	5.0	0.5	0.0	0.0	0.0	0.5	13	75.7	14	268
<b>TOTAL EDINBURGH</b>			<b>220</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>34.8</b>	<b>37.1</b>	<b>8.6</b>	<b>11.3</b>	<b>5.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>75.7</b>	<b>14</b>	<b>268</b>
EXETER	FLYBE LTD	S	61	0	1	1.6	37.1	40.3	8.1	6.5	4.8	0.0	0.0	0.0	0.0	1.6	11	77.0	14	61
<b>TOTAL EXETER</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>37.1</b>	<b>40.3</b>	<b>8.1</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>77.0</b>	<b>14</b>	<b>61</b>
FARNBOROUGH	ACM AIR CHARTER LUFTFAHT	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
FARNBOROUGH	EFS EUROPEAN FLIGHT SERVICE AB	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
FARNBOROUGH	TAG AVIATION (UK) 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	59	0.0	0	0
<b>TOTAL FARNBOROUGH</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</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>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>
GLASGOW	FLYBE LTD	S	210	0	3	7.0	48.8	26.8	5.2	2.8	5.2	2.8	0.0	0.0	0.0	1.4	11	69.5	17	268
<b>TOTAL GLASGOW</b>			<b>210</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>48.8</b>	<b>26.8</b>	<b>5.2</b>	<b>2.8</b>	<b>5.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>69.5</b>	<b>17</b>	<b>268</b>
HEATHROW	AER LINGUS	S	180	0	0	17.2	60.0	20.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.2	8	176
HEATHROW	BRITISH AIRWAYS PLC	S	254	0	0	4.3	50.8	27.6	10.2	5.1	0.0	1.6	0.4	0.0	0.0	0.0	10	87.3	7	316
<b>TOTAL HEATHROW</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>54.6</b>	<b>24.4</b>	<b>7.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.5</b>	<b>7</b>	<b>492</b>
INVERNESS	FLYBE LTD	S	60	0	0	3.3	38.3	43.3	8.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	12	60
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>38.3</b>	<b>43.3</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>12</b>	<b>60</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	83.9	7	31
ISLE OF MAN	FLYBE LTD	S	21	0	0	0.0	42.9	47.6	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
<b>TOTAL ISLE OF MAN</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>47.6</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>0.0</b>	<b>5</b>	<b>85.7</b>	<b>7</b>	<b>35</b>
LEEDS BRADFORD	FLYBE LTD	S	228	0	6	6.0	43.6	30.3	4.7	8.1	2.6	2.1	0.0	0.0	0.0	2.6	11	88.5	6	234
<b>TOTAL LEEDS BRADFORD</b>			<b>228</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>43.6</b>	<b>30.3</b>	<b>4.7</b>	<b>8.1</b>	<b>2.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11</b>	<b>88.5</b>	<b>6</b>	<b>234</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	52	0	0	5.8	57.7	25.0	0.0	0.0	1.9	9.6	0.0	0.0	0.0	0.0	16	73.3	17	60
LIVERPOOL (JOHN LENNON)	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 LIVERPOOL (JOHN LENNON)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>57.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.8</b>	<b>17</b>	<b>61</b>
LONDON CITY	FLYBE LTD	S	290	0	5	1.0	32.9	43.1	12.2	5.8	2.7	0.3	0.3	0.0	0.0	1.7	11	89.0	6	199
<b>TOTAL LONDON CITY</b>			<b>290</b>	<b>0</b>	<b>5</b>	<b>1.0</b>	<b>32.9</b>	<b>43.1</b>	<b>12.2</b>	<b>5.8</b>	<b>2.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>89.0</b>	<b>6</b>	<b>199</b>
LUTON	ACM AIR CHARTER LUFTFAHT	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 LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	FLYBE LTD	S	392	0	0	0.8	42.1	36.0	9.9	7.1	3.1	1.0	0.0	0.0	0.0	0.0	10	74.9	15	395
MANCHESTER	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL MANCHESTER</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>42.1</b>	<b>36.0</b>	<b>9.9</b>	<b>7.1</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>10</b>	<b>75.0</b>	<b>15</b>	<b>396</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	80.0	12	20
NEWCASTLE	FLYBE LTD	S	21	0	0	4.8	42.9	42.9	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>42.9</b>	<b>42.9</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>0.0</b>	<b>5</b>	<b>80.0</b>	<b>12</b>	<b>20</b>
NEWQUAY	FLYBE LTD	S	18	0	0	0.0	61.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	14	8
<b>TOTAL NEWQUAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>14</b>	<b>8</b>
OXFORD (KIDLINGTON)	AIR SERVICE LIEGE	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	28	0.0	0	0
<b>TOTAL OXFORD (KIDLINGTON)</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	178	0	1	3.4	39.7	39.7	6.7	3.4	5.6	1.1	0.0	0.0	0.0	0.6	11	78.0	9	173
<b>TOTAL SOUTHAMPTON</b>			<b>178</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>39.7</b>	<b>39.7</b>	<b>6.7</b>	<b>3.4</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>78.0</b>	<b>9</b>	<b>173</b>
STANSTED	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	66.7	4	2
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>4</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2952</b>	<b>0</b>	<b>29</b>	<b>3.7</b>	<b>43.4</b>	<b>33.9</b>	<b>7.7</b>	<b>5.9</b>	<b>3.2</b>	<b>1.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>79.3</b>	<b>12</b>	<b>2992</b>
<b>USA</b>																				
ORLANDO EXECUTIVE	TAG AVIATION (UK) 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 ORLANDO EXECUTIVE</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 USA</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 BELFAST CITY</b>			<b>3135</b>	<b>0</b>	<b>29</b>	<b>3.7</b>	<b>43.6</b>	<b>33.8</b>	<b>7.8</b>	<b>5.8</b>	<b>3.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>78.6</b>	<b>12</b>	<b>3261</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	THY TURKISH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	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>0.0</b>	<b>59</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>0.0</b>	<b>59</b>	<b>1</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	16	0	0	6.3	43.8	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	9	13	
BURGAS	BULGARIA 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	199	6	
BURGAS	LUXAIR	C	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	12	0.0	0	0	
BURGAS	TUI AIRWAYS LTD	C	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	12	75.0	12	8	
<b>TOTAL BURGAS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>31.0</b>	<b>51.7</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>52</b>	<b>27</b>	
<b>TOTAL BULGARIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>31.0</b>	<b>51.7</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>52</b>	<b>27</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY 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	19	93.8	2	16	
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	5	100.0	0	8	
<b>TOTAL DUBROVNIK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>66.7</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	11.8	29.4	23.5	29.4	5.9	0.0	0.0	0.0	0.0	0.0	27	56.3	104	16	
<b>TOTAL SPLIT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>29.4</b>	<b>23.5</b>	<b>29.4</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>27</b>	<b>56.3</b>	<b>104</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>13.8</b>	<b>44.8</b>	<b>13.8</b>	<b>20.7</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>20</b>	<b>80.0</b>	<b>43</b>	<b>40</b>	
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	16	0	0	6.3	43.8	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	8	16	
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</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>0.0</b>	<b>9</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
PAPHOS	JET2.COM LTD	S	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>33.3</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>0.0</b>	<b>7</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	50.0	19	10	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</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>15</b>	<b>50.0</b>	<b>19</b>	<b>10</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	7.7	34.6	19.2	15.4	23.1	0.0	0.0	0.0	0.0	0.0	35	76.9	15	26	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>34.6</b>	<b>19.2</b>	<b>15.4</b>	<b>23.1</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>76.9</b>	<b>15</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	50	0	0	2.0	2.0	42.0	26.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	22	82.7	15	52	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>2.0</b>	<b>42.0</b>	<b>26.0</b>	<b>24.0</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>22</b>	<b>82.7</b>	<b>15</b>	<b>52</b>	
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	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	44	0.0	26	1	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TARBES-LOURDES INTERNATIONAL	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	24	1
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>25</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>9.3</b>	<b>40.2</b>	<b>18.6</b>	<b>19.6</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>25</b>	<b>75.6</b>	<b>16</b>	<b>90</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	16	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	3	26
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.3</b>	<b>3</b>	<b>26</b>
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.3</b>	<b>3</b>	<b>26</b>
<b>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	20.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	418	100.0	1	10
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>418</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
HERAKLION	JET2.COM LTD	S	8	0	0	0.0	0.0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	40	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>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>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	JET2.COM LTD	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	20	0.0	0	0
RHODES	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	19	44.4	189	9
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>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>20</b>	<b>44.4</b>	<b>189</b>	<b>9</b>
ZAKINTHOS	JET2.COM LTD	S	8	0	0	12.5	12.5	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	75.0	25	8
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>62.5</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>0.0</b>	<b>14</b>	<b>75.0</b>	<b>25</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>9.1</b>	<b>34.1</b>	<b>18.2</b>	<b>25.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>113</b>	<b>74.1</b>	<b>71</b>	<b>27</b>
<b>ICELAND</b>																				
KEFLAVIK	WOW 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
<b>TOTAL KEFLAVIK</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>																				
DUBLIN	AER LINGUS	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 DUBLIN</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	18	0	0	0.0	33.3	50.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	100.0	1	16
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>1</b>	<b>16</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
NAPLES	JET2.COM LTD	S	10	0	0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NAPLES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	6	0	0	16.7	0.0	66.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	26	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 VENICE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VERONA VILLAFRANCA	ERNEST AIRLINES	C	10	0	0	0.0	30.0	10.0	0.0	30.0	0.0	20.0	10.0	0.0	0.0	0.0	61	0.0	0	0	
VERONA VILLAFRANCA	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	87.5	8	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>28.0</b>	<b>40.0</b>	<b>8.0</b>	<b>10.0</b>	<b>2.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>95.8</b>	<b>3</b>	<b>24</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	16	0	0	0.0	18.8	43.8	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	66.7	17	18	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</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>22</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</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>22</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
MALTA	RYANAIR	S	18	0	0	0.0	11.1	55.6	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>53.8</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>53.8</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	0.0	0	0.0	103	1	
<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>0.0</b>	<b>103</b>	<b>1</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>0.0</b>	<b>103</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	84	0	0	0.0	6.0	42.9	22.6	23.8	4.8	0.0	0.0	0.0	0.0	0.0	21	77.3	14	88	
<b>TOTAL AMSTERDAM</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.0</b>	<b>42.9</b>	<b>22.6</b>	<b>23.8</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>21</b>	<b>77.3</b>	<b>14</b>	<b>88</b>	
<b>TOTAL NETHERLANDS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.0</b>	<b>42.9</b>	<b>22.6</b>	<b>23.8</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>21</b>	<b>77.3</b>	<b>14</b>	<b>88</b>	
<b>NORWAY</b>																					
HAUGESUND	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	50.0	25	2	
<b>TOTAL HAUGESUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
SANDEFJORD(TORP)	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	15	2	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 NORWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>20</b>	<b>4</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	0.0	44.4	38.9	11.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	16	87.5	6	16	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
KATOWICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	20	16	
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>20</b>	<b>16</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	20.8	54.2	4.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	13	92.3	6	26	
KRAKOW	RYANAIR	S	24	0	0	4.2	37.5	45.8	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	5	26	
<b>TOTAL KRAKOW</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>50.0</b>	<b>4.2</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>0.0</b>	<b>11</b>	<b>92.3</b>	<b>5</b>	<b>52</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	18	0	0	0.0	33.3	22.2	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	18	75.0	11	16	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</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>18</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	16.7	55.6	5.6	5.6	0.0	5.6	5.6	0.0	0.0	0.0	28	83.3	7	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>55.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>30.4</b>	<b>44.1</b>	<b>8.8</b>	<b>8.8</b>	<b>2.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.9</b>	<b>8</b>	<b>118</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	92	0	0	6.5	23.9	52.2	5.4	5.4	4.3	2.2	0.0	0.0	0.0	0.0	13	91.7	5	84	
FARO	JET2.COM LTD	S	52	0	0	23.1	32.7	42.3	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.7	1	44	
FARO	RYANAIR	S	18	0	0	16.7	22.2	33.3	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	88.9	5	18	
<b>TOTAL FARO</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>26.5</b>	<b>46.9</b>	<b>4.9</b>	<b>4.3</b>	<b>3.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.2</b>	<b>4</b>	<b>146</b>	
<b>TOTAL PORTUGAL</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>26.5</b>	<b>46.9</b>	<b>4.9</b>	<b>4.3</b>	<b>3.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.2</b>	<b>4</b>	<b>146</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>87.5</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>5</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>0.0</b>	<b>87.5</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	79	0	0	5.1	12.7	48.1	16.5	6.3	7.6	1.3	2.5	0.0	0.0	0.0	24	80.8	16	78	
ALICANTE	JET2.COM LTD	S	53	0	0	11.3	24.5	56.6	5.7	0.0	0.0	1.9	0.0	0.0	0.0	0.0	7	94.2	4	52	
ALICANTE	RYANAIR	S	44	0	0	0.0	15.9	56.8	15.9	9.1	2.3	0.0	0.0	0.0	0.0	0.0	14	83.3	10	42	
<b>TOTAL ALICANTE</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>17.0</b>	<b>52.8</b>	<b>13.1</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>16</b>	<b>85.5</b>	<b>11</b>	<b>172</b>	
ALMERIA	JET2.COM LTD	S	18	0	0	27.8	11.1	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>11.1</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>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	0.0	0	12.5	72	8	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	2.4	23.8	52.4	9.5	7.1	0.0	4.8	0.0	0.0	0.0	0.0	16	79.5	10	44	
<b>TOTAL BARCELONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>23.8</b>	<b>52.4</b>	<b>9.5</b>	<b>7.1</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>16</b>	<b>69.2</b>	<b>19</b>	<b>52</b>	
GIRONA	JET2.COM LTD	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	5	76.5	7	17	
GIRONA	RYANAIR	S	16	0	0	0.0	6.3	50.0	18.8	18.8	0.0	6.3	0.0	0.0	0.0	0.0	24	83.3	9	18	
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>50.0</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>0.0</b>	<b>14</b>	<b>80.0</b>	<b>8</b>	<b>35</b>	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	16.7	11.1	27.8	5.6	11.1	0.0	0.0	0.0	0.0	36	93.8	2	16	
IBIZA	JET2.COM LTD	S	34	0	0	26.5	11.8	44.1	8.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	76.9	17	26	
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	62.5	17	8	
IBIZA	TUI AIRWAYS LTD	C	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	87.5	6	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 IBIZA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>21.7</b>	<b>35.0</b>	<b>8.3</b>	<b>10.0</b>	<b>5.0</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>81.0</b>	<b>11</b>	<b>58</b>	
MAHON	JET2.COM LTD	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	6	100.0	1	18	
MAHON	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	87.5	3	8	
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>46.2</b>	<b>15.4</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>11</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	78	0	0	5.1	24.4	48.7	6.4	11.5	1.3	2.6	0.0	0.0	0.0	0.0	14	82.9	7	76	
MALAGA	JET2.COM LTD	S	26	0	0	19.2	26.9	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.8	1	24	
MALAGA	RYANAIR	S	42	0	0	2.4	26.2	28.6	19.0	11.9	2.4	7.1	2.4	0.0	0.0	0.0	29	81.0	13	42	
MALAGA	TUI AIRWAYS LTD	C	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	17	62.5	16	8	
<b>TOTAL MALAGA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>24.0</b>	<b>42.9</b>	<b>11.0</b>	<b>9.7</b>	<b>1.3</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>8</b>	<b>150</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	90	0	0	1.1	14.4	34.4	17.8	14.4	10.0	3.3	3.3	1.1	0.0	0.0	48	77.9	12	86	
PALMA DE MALLORCA	JET2.COM LTD	S	52	0	0	3.8	17.3	57.7	11.5	7.7	1.9	0.0	0.0	0.0	0.0	0.0	12	80.0	7	60	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	17	0	0	5.9	17.6	70.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	15	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	31	0	0	3.2	0.0	67.7	6.5	16.1	0.0	6.5	0.0	0.0	0.0	0.0	23	71.0	12	31	
<b>TOTAL PALMA DE MALLORCA</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>13.2</b>	<b>49.5</b>	<b>12.6</b>	<b>12.1</b>	<b>5.3</b>	<b>2.6</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>79.2</b>	<b>10</b>	<b>192</b>	
REUS	JET2.COM LTD	S	35	0	0	11.4	37.1	42.9	5.7	0.0	0.0	2.9	0.0	0.0	0.0	0.0	9	94.1	4	34	
REUS	THOMAS COOK AIRLINES LTD	C	25	0	0	8.0	16.0	48.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	14	72.0	44	25	
REUS	TUI AIRWAYS LTD	C	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	7	77.8	8	18	
<b>TOTAL REUS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.2</b>	<b>48.7</b>	<b>9.0</b>	<b>2.6</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.1</b>	<b>18</b>	<b>77</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	16.7	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>784</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>19.6</b>	<b>47.6</b>	<b>11.6</b>	<b>8.3</b>	<b>3.3</b>	<b>2.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.9</b>	<b>11</b>	<b>762</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	18	0	0	22.2	16.7	27.8	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	93.8	52	16	
ARRECIFE	RYANAIR	S	18	0	0	0.0	16.7	61.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	4	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	15	0	0	20.0	26.7	46.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	94.1	61	17	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.0	30	10	
<b>TOTAL ARRECIFE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>18.6</b>	<b>45.8</b>	<b>13.6</b>	<b>5.1</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>10</b>	<b>83.6</b>	<b>37</b>	<b>61</b>	
FUERTEVENTURA	JET2.COM LTD	S	16	0	0	25.0	50.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	2	8	
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>2</b>	<b>8</b>	
LAS PALMAS	JET2.COM LTD	S	17	0	0	29.4	17.6	11.8	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	77.8	14	18	
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	8	
LAS PALMAS	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	40.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	40	100.0	3	8	
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>14.8</b>	<b>22.2</b>	<b>14.8</b>	<b>14.8</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>82.4</b>	<b>11</b>	<b>34</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	0	11.8	47.1	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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)	RYANAIR	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	5	100.0	1	18
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	17	0	0	11.8	23.5	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	70.6	19	17
TENERIFE (SURREINA SOFIA)	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	16	62.5	13	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>31.0</b>	<b>36.2</b>	<b>15.5</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>0.0</b>	<b>8</b>	<b>82.0</b>	<b>9</b>	<b>61</b>
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>25.6</b>	<b>35.6</b>	<b>13.8</b>	<b>6.9</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>82.9</b>	<b>19</b>	<b>164</b>
ANTALYA	JET2.COM LTD	S	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	0.0	0	0
ANTALYA	THOMAS COOK AIRLINES LTD	C	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	40	0.0	0	0
ANTALYA	THY TURKISH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
<b>TOTAL ANTALYA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>29.4</b>	<b>5.9</b>	<b>11.8</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>11</b>	<b>1</b>
DALAMAN	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
DALAMAN	THOMAS COOK AIRLINES LTD	C	16	0	0	12.5	6.3	25.0	31.3	6.3	18.8	0.0	0.0	0.0	0.0	0.0	25	88.9	9	9
<b>TOTAL DALAMAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.9</b>	<b>9</b>	<b>9</b>
ISTANBUL (SABIHA GOKCEN)	SUNEXPRESS	C	0	0	0	0.0	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 ISTANBUL (SABIHA GOKCEN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>65</b>	<b>1</b>
<b>TOTAL TURKEY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.0</b>	<b>28.6</b>	<b>17.1</b>	<b>8.6</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>25</b>	<b>81.8</b>	<b>14</b>	<b>11</b>
<b>UNITED KINGDOM</b>																				
BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	144	0	0	0.7	31.3	40.3	13.9	6.9	6.9	0.0	0.0	0.0	0.0	0.0	14	78.2	14	110
BIRMINGHAM	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	0.0	31	2
<b>TOTAL BIRMINGHAM</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>31.3</b>	<b>40.3</b>	<b>13.9</b>	<b>6.9</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>14</b>	<b>76.8</b>	<b>14</b>	<b>112</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	141	0	0	0.7	12.1	31.2	21.3	22.7	12.1	0.0	0.0	0.0	0.0	0.0	26	61.5	26	148
<b>TOTAL BRISTOL</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>12.1</b>	<b>31.2</b>	<b>21.3</b>	<b>22.7</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.5</b>	<b>26</b>	<b>148</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	204	0	0	1.0	12.3	49.0	14.7	12.7	5.9	3.4	1.0	0.0	0.0	0.0	25	65.1	15	166
<b>TOTAL EDINBURGH</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>12.3</b>	<b>49.0</b>	<b>14.7</b>	<b>12.7</b>	<b>5.9</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>65.1</b>	<b>15</b>	<b>166</b>
FARNBOROUGH	NETJETS TRANSPORTES AEREOS	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
FARNBOROUGH	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL FARNBOROUGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	349	0	1	2.6	18.0	40.3	12.6	19.7	4.3	1.7	0.6	0.0	0.0	0.3	21	61.2	25	348
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	72.5	13	240
<b>TOTAL GATWICK</b>			<b>349</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>18.0</b>	<b>40.3</b>	<b>12.6</b>	<b>19.7</b>	<b>4.3</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>21</b>	<b>65.8</b>	<b>20</b>	<b>588</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	172	0	0	2.9	40.1	43.0	7.0	2.9	0.6	2.3	1.2	0.0	0.0	0.0	13	82.5	10	114

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 GLASGOW</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>40.1</b>	<b>43.0</b>	<b>7.0</b>	<b>2.9</b>	<b>0.6</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.5</b>	<b>10</b>	<b>114</b>	
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	6	0	0	16.7	16.7	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL ISLE OF MAN</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>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>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	22	0	0	0.0	22.7	27.3	4.5	27.3	13.6	4.5	0.0	0.0	0.0	0.0	32	81.3	6	16	
<b>TOTAL JERSEY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>27.3</b>	<b>4.5</b>	<b>27.3</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>81.3</b>	<b>6</b>	<b>16</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	267	0	4	3.0	36.2	43.9	5.5	4.8	1.5	1.8	1.5	0.4	0.0	1.5	16	88.8	9	251	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>267</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>36.2</b>	<b>43.9</b>	<b>5.5</b>	<b>4.8</b>	<b>1.5</b>	<b>1.8</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>88.8</b>	<b>9</b>	<b>251</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	201	0	0	0.0	19.9	38.3	15.4	11.9	11.9	2.5	0.0	0.0	0.0	0.0	25	59.7	18	206	
<b>TOTAL LUTON</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.9</b>	<b>38.3</b>	<b>15.4</b>	<b>11.9</b>	<b>11.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>59.7</b>	<b>18</b>	<b>206</b>	
MANCHESTER	AER LINGUS	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	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	128	0	2	1.5	20.8	42.3	7.7	14.6	11.5	0.0	0.0	0.0	0.0	1.5	20	61.6	24	146	
MANCHESTER	RYANAIR	S	59	0	0	0.0	27.1	45.8	10.2	6.8	6.8	3.4	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>22.6</b>	<b>43.7</b>	<b>8.4</b>	<b>12.1</b>	<b>10.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>61.6</b>	<b>24</b>	<b>146</b>	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	160	0	2	1.9	31.5	51.2	7.4	4.9	1.2	0.6	0.0	0.0	0.0	1.2	9	74.4	16	160	
<b>TOTAL NEWCASTLE</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>31.5</b>	<b>51.2</b>	<b>7.4</b>	<b>4.9</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>74.4</b>	<b>16</b>	<b>160</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	227	0	0	0.9	16.7	37.9	22.5	14.1	6.2	0.9	0.9	0.0	0.0	0.0	21	66.1	20	224	
STANSTED	RYANAIR	S	170	0	0	2.9	20.6	44.1	15.9	12.9	2.9	0.0	0.6	0.0	0.0	0.0	15	0.0	0	0	
STANSTED	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	1	0.0	0	0	
STANSTED	WOW 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	
<b>TOTAL STANSTED</b>			<b>400</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>18.8</b>	<b>40.5</b>	<b>19.5</b>	<b>13.5</b>	<b>4.8</b>	<b>0.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.1</b>	<b>20</b>	<b>224</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2256</b>	<b>0</b>	<b>9</b>	<b>1.7</b>	<b>23.5</b>	<b>41.9</b>	<b>12.8</b>	<b>11.9</b>	<b>5.7</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>69.5</b>	<b>18</b>	<b>2131</b>	
<b>USA</b>																					
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	33.3	11.1	38.9	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL NEWBURGH/USA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>11.1</b>	<b>38.9</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>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ORLANDO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	2	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	10.0	0.0	50.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	25	0.0	52	4	
<b>TOTAL ORLANDO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>67</b>	<b>6</b>	
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	17	0	1	33.3	5.6	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5.6	7	0.0	0	0	
<b>TOTAL PROVIDENCE</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>33.3</b>	<b>5.6</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>5.6</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WESTHAMPTON BEACH (FS GABRESKI)	NETJETS AVIATION (USA)	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 WESTHAMPTON BEACH (FS GABRESKI)			1	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	43	0.0	0	0
TOTAL USA			46	0	1	27.7	6.4	38.3	12.8	8.5	2.1	0.0	2.1	0.0	0.0	2.1	16	0.0	67	6	
TOTAL BELFAST			3970	0	10	4.1	22.0	43.1	12.6	10.9	4.8	1.5	0.6	0.1	0.0	0.3	19	74.8	16	3700	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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>																					
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	0.0	0	50.0	58	34	
<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>50.0</b>	<b>58</b>	<b>34</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	93	6	
INNSBRUCK	FLYBE LTD	C	10	0	0	0.0	0.0	30.0	0.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>30.0</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>53</b>	<b>0.0</b>	<b>93</b>	<b>6</b>	
SALZBURG	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	46	1	
SALZBURG	FLYBE LTD	C	18	0	0	0.0	11.1	22.2	16.7	16.7	5.6	11.1	11.1	5.6	0.0	0.0	114	53.3	36	15	
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>114</b>	<b>50.0</b>	<b>37</b>	<b>16</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	36	0	6	0.0	21.4	28.6	14.3	14.3	4.8	0.0	2.4	0.0	0.0	14.3	24	63.5	19	52	
<b>TOTAL VIENNA</b>			<b>36</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>21.4</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>24</b>	<b>63.5</b>	<b>19</b>	<b>52</b>	
<b>TOTAL AUSTRIA</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>15.7</b>	<b>27.1</b>	<b>12.9</b>	<b>17.1</b>	<b>10.0</b>	<b>2.9</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>8.6</b>	<b>54</b>	<b>53.7</b>	<b>38</b>	<b>108</b>	
<b>BELGIUM</b>																					
ANTWERP	VLM (BELGIUM)	S	50	0	0	8.0	40.0	30.0	12.0	8.0	0.0	2.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>40.0</b>	<b>30.0</b>	<b>12.0</b>	<b>8.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRUSSELS	BRUSSELS AIRLINES	S	86	0	24	0.0	10.0	37.3	6.4	8.2	8.2	6.4	1.8	0.0	0.0	21.8	34	57.5	18	200	
BRUSSELS	CITY JET	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	57	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>88</b>	<b>0</b>	<b>24</b>	<b>0.0</b>	<b>9.8</b>	<b>36.6</b>	<b>6.3</b>	<b>9.8</b>	<b>8.0</b>	<b>6.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>35</b>	<b>57.5</b>	<b>18</b>	<b>200</b>	
<b>TOTAL BELGIUM</b>			<b>138</b>	<b>0</b>	<b>24</b>	<b>2.5</b>	<b>19.1</b>	<b>34.6</b>	<b>8.0</b>	<b>9.3</b>	<b>5.6</b>	<b>4.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14.8</b>	<b>26</b>	<b>57.5</b>	<b>18</b>	<b>200</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	14	10	
BURGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	38.9	16.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	83.3	6	18	
BURGAS	TUI AIRWAYS LTD	C	26	0	0	0.0	7.7	46.2	15.4	23.1	0.0	7.7	0.0	0.0	0.0	0.0	32	61.1	24	18	
<b>TOTAL BURGAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>14.8</b>	<b>44.4</b>	<b>13.0</b>	<b>14.8</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.7</b>	<b>15</b>	<b>46</b>	
SOFIA	RYANAIR	S	26	0	0	0.0	7.7	26.9	19.2	11.5	15.4	15.4	3.8	0.0	0.0	0.0	53	61.5	17	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	0.0	0	50.0	21	26	
<b>TOTAL SOFIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>26.9</b>	<b>19.2</b>	<b>11.5</b>	<b>15.4</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>55.8</b>	<b>19</b>	<b>52</b>	
VARNA	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL VARNA</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>13.6</b>	<b>38.6</b>	<b>14.8</b>	<b>12.5</b>	<b>6.8</b>	<b>9.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>63.3</b>	<b>17</b>	<b>98</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	0.0	0	75.0	13	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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>13</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	8	0	0	12.5	12.5	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	75.0	26	8	
<b>TOTAL BOA VISTA (RABIL)</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>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>22</b>	<b>75.0</b>	<b>26</b>	<b>8</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	12.5	12.5	25.0	25.0	0.0	25.0	0.0	0.0	0.0	104	25.0	56	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>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>104</b>	<b>25.0</b>	<b>56</b>	<b>8</b>
<b>TOTAL CAPE VERDE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</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>0.0</b>	<b>63</b>	<b>50.0</b>	<b>41</b>	<b>16</b>
<b>CROATIA</b>																				
DUBROVNIK	JET2.COM LTD	S	18	0	0	27.8	33.3	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	80.8	14	26
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	0.0	6.3	31.3	43.8	6.3	0.0	0.0	12.5	0.0	0.0	0.0	54	55.6	19	18
<b>TOTAL DUBROVNIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>20.6</b>	<b>26.5</b>	<b>29.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>70.5</b>	<b>16</b>	<b>44</b>
PULA	TUI AIRWAYS LTD	C	18	0	0	22.2	16.7	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.3	16	16
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>16.7</b>	<b>38.9</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>81.3</b>	<b>16</b>	<b>16</b>
SPLIT	JET2.COM LTD	S	16	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
SPLIT	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	4
<b>TOTAL SPLIT</b>			<b>16</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>50.0</b>	<b>27</b>	<b>4</b>
<b>TOTAL CROATIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>20.6</b>	<b>38.2</b>	<b>20.6</b>	<b>4.4</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>18</b>	<b>71.9</b>	<b>17</b>	<b>64</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	34	0	0	0.0	35.3	23.5	17.6	17.6	2.9	0.0	2.9	0.0	0.0	0.0	22	0.0	0	0
LARNACA	COBALT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10
LARNACA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LARNACA	JET2.COM LTD	S	17	0	0	0.0	35.3	11.8	17.6	23.5	0.0	0.0	5.9	5.9	0.0	0.0	100	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	53.8	18	52
LARNACA	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	11.8	35.3	23.5	11.8	11.8	0.0	0.0	0.0	0.0	44	25.0	116	28
LARNACA	TUI AIRWAYS LTD	C	25	0	0	4.0	4.0	16.0	40.0	28.0	0.0	8.0	0.0	0.0	0.0	0.0	36	58.8	14	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>93</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>21.5</b>	<b>17.2</b>	<b>26.9</b>	<b>22.6</b>	<b>3.2</b>	<b>4.3</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>59.7</b>	<b>34</b>	<b>134</b>
PAPHOS	JET2.COM LTD	S	26	0	0	7.7	19.2	23.1	19.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	23.5	37	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	37.5	51	16
PAPHOS	THOMAS COOK AIRLINES 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	55.6	20	18
PAPHOS	TUI AIRWAYS LTD	C	35	0	0	2.9	8.6	14.3	28.6	28.6	11.4	0.0	5.7	0.0	0.0	0.0	41	48.1	74	27
<b>TOTAL PAPHOS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>14.5</b>	<b>23.2</b>	<b>23.2</b>	<b>23.2</b>	<b>8.7</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>42.3</b>	<b>49</b>	<b>78</b>
<b>TOTAL CYPRUS</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>18.5</b>	<b>19.8</b>	<b>25.3</b>	<b>22.8</b>	<b>5.6</b>	<b>2.5</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>53.3</b>	<b>39</b>	<b>212</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	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	35	1
PRAGUE	CELLO AVIATION LTD	S	0	0	0	0.0	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
PRAGUE	CSA CZECH AIRLINES	S	52	0	0	0.0	9.6	23.1	17.3	25.0	17.3	7.7	0.0	0.0	0.0	0.0	43	48.1	30	52
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	100.0	0	1

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 PRAGUE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.6</b>	<b>23.1</b>	<b>17.3</b>	<b>25.0</b>	<b>17.3</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>47.3</b>	<b>29</b>	<b>55</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.6</b>	<b>23.1</b>	<b>17.3</b>	<b>25.0</b>	<b>17.3</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>47.3</b>	<b>29</b>	<b>55</b>	
<b>DENMARK</b>																					
<b>BILLUND</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	
<b>BILLUND</b>	PRIMERA AIR SCANDINAVIA	S	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL BILLUND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
<b>COPENHAGEN</b>	SAS	S	84	0	6	0.0	22.2	47.8	18.9	2.2	2.2	0.0	0.0	0.0	0.0	6.7	11	70.8	12	90	
<b>TOTAL COPENHAGEN</b>			<b>84</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>22.2</b>	<b>47.8</b>	<b>18.9</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>6.7</b>	<b>11</b>	<b>70.8</b>	<b>12</b>	<b>90</b>	
<b>TOTAL DENMARK</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>22.8</b>	<b>46.7</b>	<b>18.5</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>6.5</b>	<b>11</b>	<b>70.1</b>	<b>12</b>	<b>91</b>	
<b>DOMINICAN REPUBLIC</b>																					
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	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	81.3	6	16	
<b>TOTAL PUNTA CANA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>52.9</b>	<b>29.4</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>15</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>TOTAL DOMINICAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>52.9</b>	<b>29.4</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>15</b>	<b>81.3</b>	<b>6</b>	<b>16</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	50.0	39	8	
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	19.2	15.4	42.3	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	33.3	22.2	27.8	5.6	5.6	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>11.4</b>	<b>38.6</b>	<b>15.9</b>	<b>18.2</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>19</b>	<b>50.0</b>	<b>39</b>	<b>8</b>	
<b>MARSA ALAM</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>15.4</b>	<b>34.6</b>	<b>19.2</b>	<b>17.3</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>19</b>	<b>50.0</b>	<b>39</b>	<b>8</b>	
<b>FRANCE</b>																					
<b>AVIGNON</b>	FLYBE LTD	S	10	0	0	0.0	10.0	20.0	30.0	30.0	0.0	0.0	0.0	10.0	0.0	0.0	160	62.5	28	8	
<b>TOTAL AVIGNON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</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>160</b>	<b>62.5</b>	<b>28</b>	<b>8</b>	
<b>BASTIA</b>	FLYBE LTD	S	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	75.0	30	8	
<b>TOTAL BASTIA</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>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>27</b>	<b>75.0</b>	<b>30</b>	<b>8</b>	
<b>BERGERAC</b>	FLYBE LTD	S	34	0	0	2.9	11.8	52.9	11.8	14.7	5.9	0.0	0.0	0.0	0.0	0.0	15	73.5	14	34	
<b>TOTAL BERGERAC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.8</b>	<b>52.9</b>	<b>11.8</b>	<b>14.7</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>15</b>	<b>73.5</b>	<b>14</b>	<b>34</b>	
<b>BIARRITZ</b>	FLYBE LTD	S	27	0	0	0.0	3.7	48.1	11.1	18.5	14.8	3.7	0.0	0.0	0.0	0.0	31	84.6	15	26	
<b>TOTAL BIARRITZ</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>48.1</b>	<b>11.1</b>	<b>18.5</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>84.6</b>	<b>15</b>	<b>26</b>	
<b>BORDEAUX</b>	FLYBE LTD	S	44	0	0	29.5	15.9	36.4	6.8	11.4	0.0	0.0	0.0	0.0	0.0	0.0	9	78.3	17	60	
<b>TOTAL BORDEAUX</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>15.9</b>	<b>36.4</b>	<b>6.8</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>9</b>	<b>78.3</b>	<b>17</b>	<b>60</b>	
<b>BREST</b>	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL BREST</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>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CAEN</b>	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	
<b>CAEN</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	0	1	
<b>TOTAL CAEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
LA ROCHELLE	FLYBE LTD	S	18	0	0	5.6	38.9	33.3	0.0	11.1	5.6	0.0	5.6	0.0	0.0	0.0	23	81.3	9	16	
<b>TOTAL LA ROCHELLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>81.3</b>	<b>9</b>	<b>16</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	62.5	21	16	
<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>62.5</b>	<b>21</b>	<b>16</b>	
LYON	FLYBE LTD	S	52	0	0	1.9	15.4	25.0	28.8	15.4	13.5	0.0	0.0	0.0	0.0	0.0	26	66.7	26	60	
<b>TOTAL LYON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>15.4</b>	<b>25.0</b>	<b>28.8</b>	<b>15.4</b>	<b>13.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.7</b>	<b>26</b>	<b>60</b>	
NANTES	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	0.0	19	1	
NANTES	FLYBE LTD	S	34	0	0	0.0	26.5	38.2	17.6	14.7	2.9	0.0	0.0	0.0	0.0	0.0	16	71.4	16	42	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>38.2</b>	<b>17.6</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>16</b>	<b>69.8</b>	<b>16</b>	<b>43</b>	
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	38.9	26	18	
<b>TOTAL NICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>38.9</b>	<b>26</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	164	0	0	0.0	18.9	49.4	17.7	11.0	2.4	0.6	0.0	0.0	0.0	0.0	14	75.6	11	172	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	170	0	0	1.8	20.6	46.5	12.9	13.5	4.1	0.0	0.0	0.6	0.0	0.0	21	84.9	7	172	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>19.8</b>	<b>47.9</b>	<b>15.3</b>	<b>12.3</b>	<b>3.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.2</b>	<b>9</b>	<b>344</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	86.4	6	44	
<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>86.4</b>	<b>6</b>	<b>44</b>	
PERPIGNAN	RYANAIR	S	18	0	0	0.0	5.6	33.3	16.7	22.2	11.1	11.1	0.0	0.0	0.0	0.0	44	62.5	19	16	
<b>TOTAL PERPIGNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</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>44</b>	<b>62.5</b>	<b>19</b>	<b>16</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	85.3	8	34	
<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>85.3</b>	<b>8</b>	<b>34</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
TARBES-LOURDES INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS 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	20	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>50.0</b>	<b>28</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	55.0	29	60	
<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>55.0</b>	<b>29</b>	<b>60</b>	
<b>TOTAL FRANCE</b>			<b>585</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.8</b>	<b>42.9</b>	<b>16.1</b>	<b>13.7</b>	<b>5.1</b>	<b>0.7</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.1</b>	<b>14</b>	<b>791</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	60	0	0	0.0	6.7	13.3	28.3	35.0	10.0	5.0	1.7	0.0	0.0	0.0	42	75.0	16	104	
<b>TOTAL BERLIN (TEGEL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>13.3</b>	<b>28.3</b>	<b>35.0</b>	<b>10.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>16</b>	<b>104</b>	
COLOGNE BONN	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	
COLOGNE BONN	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 COLOGNE BONN</b>			<b>2</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>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	128	0	4	1.5	20.5	34.8	18.9	15.9	3.8	1.5	0.0	0.0	0.0	3.0	19	58.2	20	98	
DUSSELDORF	FLYBE LTD	S	190	0	4	0.5	26.3	44.8	10.8	9.8	5.7	0.0	0.0	0.0	0.0	2.1	14	60.5	19	234	
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	69.4	20	36	
<b>TOTAL DUSSELDORF</b>			<b>318</b>	<b>0</b>	<b>8</b>	<b>0.9</b>	<b>23.9</b>	<b>40.8</b>	<b>14.1</b>	<b>12.3</b>	<b>4.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>16</b>	<b>60.8</b>	<b>19</b>	<b>368</b>	
FRANKFURT MAIN	LUFTHANSA	S	226	0	4	0.0	11.3	51.3	18.3	12.6	3.9	0.0	0.9	0.0	0.0	1.7	18	63.6	16	219	
<b>TOTAL FRANKFURT MAIN</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>11.3</b>	<b>51.3</b>	<b>18.3</b>	<b>12.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>18</b>	<b>63.6</b>	<b>16</b>	<b>219</b>	
HAMBURG	FLYBE LTD	S	48	0	2	20.0	10.0	34.0	12.0	14.0	4.0	2.0	0.0	0.0	0.0	4.0	18	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	66.7	24	6	
<b>TOTAL HAMBURG</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>20.0</b>	<b>10.0</b>	<b>34.0</b>	<b>12.0</b>	<b>14.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>18</b>	<b>66.7</b>	<b>24</b>	<b>6</b>	
HANOVER	FLYBE LTD	S	50	0	0	6.0	16.0	24.0	20.0	20.0	8.0	4.0	2.0	0.0	0.0	0.0	33	71.7	21	60	
<b>TOTAL HANOVER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>16.0</b>	<b>24.0</b>	<b>20.0</b>	<b>20.0</b>	<b>8.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>71.7</b>	<b>21</b>	<b>60</b>	
MUNICH	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	152	1	
MUNICH	LUFTHANSA	S	153	0	3	0.0	21.2	57.7	12.2	3.2	3.8	0.0	0.0	0.0	0.0	1.9	11	82.9	10	164	
MUNICH	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
MUNICH	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	13	50.0	19	2	
<b>TOTAL MUNICH</b>			<b>157</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.3</b>	<b>56.9</b>	<b>13.1</b>	<b>3.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>82.0</b>	<b>11</b>	<b>167</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	55.8	20	48	
<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>55.8</b>	<b>20</b>	<b>48</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	62.5	13	8	
<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>62.5</b>	<b>13</b>	<b>8</b>	
STUTTGART	FLYBE LTD	S	92	0	0	2.2	21.7	34.8	21.7	10.9	7.6	1.1	0.0	0.0	0.0	0.0	20	78.8	13	104	
<b>TOTAL STUTTGART</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>21.7</b>	<b>34.8</b>	<b>21.7</b>	<b>10.9</b>	<b>7.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>78.8</b>	<b>13</b>	<b>104</b>	
<b>TOTAL GERMANY</b>			<b>953</b>	<b>0</b>	<b>17</b>	<b>2.1</b>	<b>18.0</b>	<b>42.4</b>	<b>16.7</b>	<b>12.6</b>	<b>5.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>19</b>	<b>68.1</b>	<b>16</b>	<b>1084</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	58.8	19	34	
<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>58.8</b>	<b>19</b>	<b>34</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>58.8</b>	<b>19</b>	<b>34</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	32	6	
ATHENS	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	68	1	
<b>TOTAL ATHENS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>37</b>	<b>7</b>	
CHANIA	RYANAIR	S	18	0	0	0.0	0.0	5.6	22.2	38.9	11.1	5.6	16.7	0.0	0.0	0.0	83	12.5	50	16	
CHANIA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	40	8	
<b>TOTAL CHANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>15.4</b>	<b>23.1</b>	<b>34.6</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>64</b>	<b>8.3</b>	<b>46</b>	<b>24</b>	
CORFU	RYANAIR	S	18	0	0	5.6	11.1	33.3	22.2	11.1	0.0	16.7	0.0	0.0	0.0	0.0	34	62.5	10	16	
CORFU	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	12.5	43.8	25.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	24	83.3	7	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	44	0	0	2.3	22.7	47.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	19	38	
<b>TOTAL CORFU</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>17.9</b>	<b>43.6</b>	<b>25.6</b>	<b>2.6</b>	<b>1.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>14</b>	<b>72</b>	
HERAKLION	JET2.COM LTD	S	25	0	0	0.0	4.0	16.0	32.0	24.0	16.0	4.0	4.0	0.0	0.0	0.0	45	43.8	28	16	
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	21	18	
HERAKLION	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	27.8	16.7	11.1	5.6	0.0	0.0	11.1	0.0	0.0	158	50.0	34	18	
HERAKLION	TUI AIRWAYS LTD	C	25	0	0	0.0	4.0	12.0	32.0	28.0	4.0	4.0	8.0	8.0	0.0	0.0	184	33.3	37	18	
<b>TOTAL HERAKLION</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>17.6</b>	<b>27.9</b>	<b>22.1</b>	<b>8.8</b>	<b>2.9</b>	<b>4.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>126</b>	<b>41.4</b>	<b>30</b>	<b>70</b>	
KALAMATA	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	20	100.0	5	8	
<b>TOTAL KALAMATA</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>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>5</b>	<b>8</b>	
KAVALA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	13	8	
<b>TOTAL KAVALA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>38</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
KEFALLINIA	FLYBE LTD	C	10	0	0	0.0	30.0	0.0	30.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	86	12.5	86	8	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	62.5	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	246	0.0	60	8	
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	50.0	6.3	6.3	0.0	6.3	6.3	0.0	0.0	0.0	30	83.3	8	18	
<b>TOTAL KEFALLINIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>38.2</b>	<b>11.8</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>97</b>	<b>47.1</b>	<b>38</b>	<b>34</b>	
KOS	JET2.COM LTD	S	16	0	0	0.0	12.5	18.8	31.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
KOS	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	0.0	50.0	12.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	27	61.1	36	18	
KOS	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	17.6	29.4	29.4	11.8	0.0	0.0	0.0	0.0	0.0	30	43.8	21	16	
<b>TOTAL KOS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>8.2</b>	<b>28.6</b>	<b>24.5</b>	<b>24.5</b>	<b>10.2</b>	<b>2.0</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>29</b>	<b>34</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	10.0	0.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	68	62.5	16	8	
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>68</b>	<b>62.5</b>	<b>16</b>	<b>8</b>	
PREVEZA	FLYBE LTD	C	8	0	0	0.0	12.5	37.5	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	48	87.5	7	8	
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	87.5	8	8	
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</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>0.0</b>	<b>48</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
RHODES	JET2.COM LTD	S	18	0	1	0.0	5.3	21.1	21.1	26.3	15.8	5.3	0.0	0.0	0.0	5.3	39	72.2	11	18	
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	0.0	37	4	
RHODES	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	0.0	23.5	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	27	43.8	22	16	
RHODES	TUI AIRWAYS LTD	C	35	0	0	0.0	11.4	20.0	28.6	28.6	5.7	2.9	2.9	0.0	0.0	0.0	37	79.2	12	24	
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	4	0.0	0	0	
<b>TOTAL RHODES</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>6.9</b>	<b>22.2</b>	<b>29.2</b>	<b>25.0</b>	<b>9.7</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>35</b>	<b>62.9</b>	<b>16</b>	<b>62</b>	
SALONIKA	JET2.COM LTD	S	9	0	0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
SALONIKA	THOMAS COOK AIRLINES LTD	S	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	41	0.0	0	0	
<b>TOTAL SALONIKA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>11.8</b>	<b>29.4</b>	<b>29.4</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	33.3	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	66.7	16	18	
<b>TOTAL SKIATHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</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>19</b>	<b>66.7</b>	<b>16</b>	<b>18</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 18 m early	18 m to 25 m late	25 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	
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	S	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	16	12.5	31	8	
<b>THIRA (SANTORINI)</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	28	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</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>0.0</b>	<b>0.0</b>	<b>17</b>	<b>31.3</b>	<b>29</b>	<b>16</b>	
<b>ZAKINTHOS</b>	JET2.COM LTD	S	18	0	0	0.0	0.0	16.7	27.8	33.3	11.1	0.0	0.0	11.1	0.0	0.0	189	0.0	0	0	
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	41	0	0	0.0	26.8	36.6	24.4	7.3	4.9	0.0	0.0	0.0	0.0	0.0	15	54.5	39	44	
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	30.8	26.9	15.4	7.7	3.8	0.0	0.0	0.0	0.0	28	61.1	12	18	
<b>TOTAL ZAKINTHOS</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>30.6</b>	<b>25.9</b>	<b>15.3</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>56.5</b>	<b>31</b>	<b>62</b>	
<b>TOTAL GREECE</b>			<b>496</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>12.9</b>	<b>28.8</b>	<b>24.7</b>	<b>17.9</b>	<b>7.0</b>	<b>3.4</b>	<b>2.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.2</b>	<b>53</b>	<b>54.0</b>	<b>25</b>	<b>439</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	WIZZ AIR	S	26	0	0	3.8	34.6	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	61.5	18	26	
<b>TOTAL BUDAPEST</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>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>10</b>	<b>61.5</b>	<b>18</b>	<b>26</b>	
<b>TOTAL HUNGARY</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>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>10</b>	<b>61.5</b>	<b>18</b>	<b>26</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	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	54.5	31	22	
<b>KEFLAVIK</b>	NORWEGIAN AIR INTERNATIONAL	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL KEFLAVIK</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>54.5</b>	<b>31</b>	<b>22</b>	
<b>TOTAL ICELAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>54.5</b>	<b>31</b>	<b>22</b>	
<b>INDIA</b>																					
<b>AMRITSAR</b>	AIR INDIA	S	33	0	0	15.2	39.4	24.2	6.1	12.1	3.0	0.0	0.0	0.0	0.0	0.0	11	73.3	51	30	
<b>TOTAL AMRITSAR</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>39.4</b>	<b>24.2</b>	<b>6.1</b>	<b>12.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.3</b>	<b>51</b>	<b>30</b>	
<b>DELHI</b>	AIR INDIA	S	33	0	0	6.1	39.4	21.2	9.1	6.1	15.2	3.0	0.0	0.0	0.0	0.0	26	50.0	22	30	
<b>TOTAL DELHI</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>39.4</b>	<b>21.2</b>	<b>9.1</b>	<b>6.1</b>	<b>15.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>50.0</b>	<b>22</b>	<b>30</b>	
<b>TOTAL INDIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>39.4</b>	<b>22.7</b>	<b>7.6</b>	<b>9.1</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>18</b>	<b>61.7</b>	<b>37</b>	<b>60</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	STOBART AIR	S	118	0	2	10.8	41.7	32.5	10.0	3.3	0.0	0.0	0.0	0.0	0.0	1.7	6	70.8	16	120	
<b>TOTAL CORK</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>41.7</b>	<b>32.5</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>6</b>	<b>70.8</b>	<b>16</b>	<b>120</b>	
<b>DUBLIN</b>	AER LINGUS	S	169	0	1	4.1	20.6	27.6	20.6	17.6	8.2	0.6	0.0	0.0	0.0	0.6	21	62.8	16	164	
<b>DUBLIN</b>	RYANAIR	S	316	0	0	3.8	21.5	32.9	18.0	13.6	6.3	1.6	2.2	0.0	0.0	0.0	24	75.2	11	258	
<b>DUBLIN</b>	STOBART AIR	S	80	0	0	1.3	32.5	40.0	16.3	6.3	3.8	0.0	0.0	0.0	0.0	0.0	13	94.9	6	78	
<b>DUBLIN</b>	THY TURKISH AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	156	0.0	0	0	
<b>DUBLIN</b>	TUI AIRWAYS LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	60	1	
<b>TOTAL DUBLIN</b>			<b>568</b>	<b>0</b>	<b>1</b>	<b>3.5</b>	<b>22.7</b>	<b>32.3</b>	<b>18.6</b>	<b>13.7</b>	<b>6.5</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>74.1</b>	<b>12</b>	<b>501</b>	
<b>IRELAND WEST(KNOCK)</b>	FLYBE LTD	S	59	0	1	1.7	35.0	40.0	3.3	5.0	10.0	3.3	0.0	0.0	0.0	1.7	19	60.0	23	60	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>35.0</b>	<b>40.0</b>	<b>3.3</b>	<b>5.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>60.0</b>	<b>23</b>	<b>60</b>	
<b>SHANNON</b>	STOBART AIR	S	60	0	0	11.7	40.0	31.7	6.7	8.3	1.7	0.0	0.0	0.0	0.0	0.0	8	35.0	30	60	
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>40.0</b>	<b>31.7</b>	<b>6.7</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>35.0</b>	<b>30</b>	<b>60</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 IRISH REPUBLIC</b>			<b>805</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>27.7</b>	<b>32.9</b>	<b>15.3</b>	<b>11.1</b>	<b>5.4</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>69.2</b>	<b>15</b>	<b>741</b>	
<b>ITALY</b>																					
<b>ALGHERO (FERTILIA)</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	30.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	44	12.5	40	8	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>12.5</b>	<b>40</b>	<b>8</b>	
<b>BARI (PALESE)</b>	TITAN AIRWAYS LTD	C	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	44	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BERGAMO</b>	BLUE PANORAMA	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL BERGAMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CATANIA (FONTANAROSSA)</b>	TUI AIRWAYS LTD	C	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	23	62.5	124	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.5</b>	<b>124</b>	<b>8</b>	
<b>COMISO</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8	
<b>TOTAL COMISO</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>FLORENCE</b>	BRITISH AIRWAYS PLC	S	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	0.0	47	6	
<b>TOTAL FLORENCE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</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>0.0</b>	<b>47</b>	<b>6</b>	
<b>MILAN (MALPENSA)</b>	FLYBE LTD	S	56	0	4	0.0	11.7	41.7	13.3	10.0	6.7	1.7	6.7	1.7	0.0	6.7	45	70.0	15	120	
<b>TOTAL MILAN (MALPENSA)</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>11.7</b>	<b>41.7</b>	<b>13.3</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>6.7</b>	<b>45</b>	<b>70.0</b>	<b>15</b>	<b>120</b>	
<b>NAPLES</b>	JET2.COM LTD	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	0.0	0	0	
<b>NAPLES</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	50.0	17	6		
<b>NAPLES</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	75.0	19	8		
<b>NAPLES</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	55.6	11.1	16.7	0.0	0.0	0.0	5.6	0.0	0.0	47	50.0	26	18	
<b>TOTAL NAPLES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>55.9</b>	<b>11.8</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>56.3</b>	<b>23</b>	<b>32</b>	
<b>PISA</b>	JET2.COM LTD	S	16	0	0	6.3	12.5	37.5	18.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL PISA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>37.5</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	34	0	0	0.0	14.7	35.3	14.7	17.6	11.8	5.9	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>ROME (FIUMICINO)</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	60.0	28	60		
<b>ROME (FIUMICINO)</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	100.0	9	2		
<b>TOTAL ROME (FIUMICINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>35.3</b>	<b>14.7</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>31</b>	<b>61.3</b>	<b>27</b>	<b>62</b>	
<b>TURIN</b>	CELLO AVIATION LTD	S	0	0	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 TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>VENICE</b>	JET2.COM LTD	S	18	0	0	0.0	11.1	72.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>VENICE</b>	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	54	1		
<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	59.1	17	44		
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>72.2</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>57.8</b>	<b>18</b>	<b>45</b>	
<b>VERONA VILLAFRANCA</b>	FLYBE LTD	C	10	0	0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	40.0	0.0	0.0	220	62.5	43	8	
<b>VERONA VILLAFRANCA</b>	RYANAIR	S	18	0	0	0.0	11.1	55.6	16.7	5.6	0.0	5.6	5.6	0.0	0.0	0.0	35	94.4	3	18	
<b>VERONA VILLAFRANCA</b>	TUI AIRWAYS LTD	C	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	11	75.0	10	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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 VERONA VILLAFRANCA			46	0	0	0.0	8.7	50.0	21.7	2.2	4.3	2.2	2.2	8.7	0.0	0.0	66	81.0	14	42
TOTAL ITALY			246	0	4	1.2	14.0	44.4	15.2	10.8	6.4	1.6	2.4	2.4	0.0	1.6	37	64.1	22	332
JAMAICA																				
MONTEGO BAY	TUI AIRWAYS LTD	C	15	0	0	20.0	20.0	26.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	19	8
TOTAL MONTEGO BAY			15	0	0	20.0	20.0	26.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	19	8
TOTAL JAMAICA			15	0	0	20.0	20.0	26.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	19	8
LEBANON																				
BEIRUT	SMARTWINGS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
TOTAL BEIRUT			1	0	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
TOTAL LEBANON			1	0	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
LITHUANIA																				
VILNIUS	RYANAIR	S	18	0	0	0.0	16.7	38.9	22.2	11.1	5.6	5.6	0.0	0.0	0.0	0.0	27	56.3	15	16
TOTAL VILNIUS			18	0	0	0.0	16.7	38.9	22.2	11.1	5.6	5.6	0.0	0.0	0.0	0.0	27	56.3	15	16
TOTAL LITHUANIA			18	0	0	0.0	16.7	38.9	22.2	11.1	5.6	5.6	0.0	0.0	0.0	0.0	27	56.3	15	16
LUXEMBOURG																				
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	88.3	6	60
TOTAL LUXEMBOURG			0	0	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	6	60
TOTAL LUXEMBOURG			0	0	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	6	60
MALTA																				
MALTA	AIR MALTA	S	8	0	0	0.0	0.0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	61	87.5	8	8
MALTA	JET2.COM LTD	S	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	60	0.0	0	0
MALTA	RYANAIR	S	24	0	0	0.0	8.3	37.5	12.5	25.0	12.5	4.2	0.0	0.0	0.0	0.0	34	61.5	24	26
MALTA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	70.0	14	10
MALTA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	20.0	51	10
TOTAL MALTA			56	0	0	0.0	8.9	35.7	19.6	16.1	10.7	8.9	0.0	0.0	0.0	0.0	37	59.3	25	54
TOTAL MALTA			56	0	0	0.0	8.9	35.7	19.6	16.1	10.7	8.9	0.0	0.0	0.0	0.0	37	59.3	25	54
MEXICO																				
CANCUN	TUI AIRWAYS LTD	S	12	0	0	8.3	16.7	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	15	17
TOTAL CANCUN			12	0	0	8.3	16.7	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	15	17
TOTAL MEXICO			12	0	0	8.3	16.7	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	15	17
MOROCCO																				
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	0.0	40.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	44.4	29	9
TOTAL MARRAKESH			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	24	44.4	29	9
TOTAL MOROCCO			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	24	44.4	29	9
NETHERLANDS																				
AMSTERDAM	FLYBE LTD	S	272	0	7	0.4	10.0	41.2	16.1	15.1	9.7	3.6	1.4	0.0	0.0	2.5	29	59.3	22	324
AMSTERDAM	KLM	S	330	0	4	1.5	34.7	35.3	14.7	7.5	3.9	1.2	0.0	0.0	0.0	1.2	13	73.5	13	342



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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 AMSTERDAM</b>			<b>602</b>	<b>0</b>	<b>11</b>	<b>1.0</b>	<b>23.5</b>	<b>38.0</b>	<b>15.3</b>	<b>10.9</b>	<b>6.5</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>66.6</b>	<b>17</b>	<b>666</b>
<b>TOTAL NETHERLANDS</b>			<b>602</b>	<b>0</b>	<b>11</b>	<b>1.0</b>	<b>23.5</b>	<b>38.0</b>	<b>15.3</b>	<b>10.9</b>	<b>6.5</b>	<b>2.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>66.6</b>	<b>17</b>	<b>666</b>
<b>PAKISTAN</b>																				
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	26	0	0	0.0	46.2	19.2	3.8	3.8	11.5	11.5	3.8	0.0	0.0	0.0	39	31.3	76	16
<b>TOTAL ISLAMABAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>31.3</b>	<b>76</b>	<b>16</b>
<b>TOTAL PAKISTAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.2</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>31.3</b>	<b>76</b>	<b>16</b>
<b>POLAND</b>																				
<b>BYDGOSZCZ</b>	RYANAIR	S	26	0	0	0.0	34.6	46.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	16	26
<b>TOTAL BYDGOSZCZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>46.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.6</b>	<b>16</b>	<b>26</b>
<b>GDANSK</b>	RYANAIR	S	16	0	0	6.3	31.3	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	75.0	11	16
<b>TOTAL GDANSK</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>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>14</b>	<b>75.0</b>	<b>11</b>	<b>16</b>
<b>KATOWICE</b>	RYANAIR	S	18	0	0	0.0	27.8	33.3	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	88.9	22	18
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</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>19</b>	<b>88.9</b>	<b>22</b>	<b>18</b>
<b>KRAKOW</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	100.0	0	1
<b>KRAKOW</b>	JET2.COM LTD	S	18	0	0	16.7	22.2	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>KRAKOW</b>	RYANAIR	S	16	0	0	0.0	18.8	12.5	12.5	12.5	37.5	0.0	6.3	0.0	0.0	0.0	50	87.5	10	16
<b>KRAKOW</b>	TITAN AIRWAYS LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>19.4</b>	<b>25.0</b>	<b>13.9</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>88.2</b>	<b>9</b>	<b>17</b>
<b>POZNAN</b>	WIZZ AIR	S	18	0	0	5.6	11.1	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	43.8	28	16
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>43.8</b>	<b>28</b>	<b>16</b>
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	22	0	0	0.0	45.5	40.9	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	10	40.0	21	20
<b>TOTAL WARSAW (CHOPIN)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>40.9</b>	<b>9.1</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>40.0</b>	<b>21</b>	<b>20</b>
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	24	0	0	0.0	33.3	54.2	4.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	10	73.1	12	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>54.2</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.1</b>	<b>12</b>	<b>26</b>
<b>WROCLAW</b>	WIZZ AIR	S	16	0	0	0.0	18.8	37.5	12.5	18.8	6.3	6.3	0.0	0.0	0.0	0.0	27	88.9	10	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>37.5</b>	<b>12.5</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>88.9</b>	<b>10</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.8</b>	<b>40.9</b>	<b>12.5</b>	<b>6.3</b>	<b>8.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.2</b>	<b>16</b>	<b>157</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	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	12	0.0	0	0
<b>FARO</b>	JET2.COM LTD	S	94	0	0	17.0	23.4	38.3	9.6	6.4	1.1	2.1	2.1	0.0	0.0	0.0	16	76.7	18	60
<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	74.4	11	86
<b>FARO</b>	RYANAIR	S	60	0	0	11.7	23.3	40.0	10.0	5.0	1.7	3.3	5.0	0.0	0.0	0.0	24	96.7	4	60
<b>FARO</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	30.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	9	8
<b>FARO</b>	TUI AIRWAYS LTD	C	24	0	0	0.0	45.8	50.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	65.4	23	26
<b>TOTAL FARO</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>26.3</b>	<b>40.0</b>	<b>9.5</b>	<b>6.3</b>	<b>1.1</b>	<b>2.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.6</b>	<b>13</b>	<b>240</b>
<b>LISBON</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	36

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LISBON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>12</b>	<b>36</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	57.7	19	26
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	0.0	0.0	25.0	25.0	18.8	12.5	18.8	0.0	0.0	0.0	0.0	55	62.5	18	16
<b>TOTAL OPORTO (PORTUGAL)</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>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>59.5</b>	<b>18</b>	<b>42</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>24.3</b>	<b>38.8</b>	<b>10.7</b>	<b>7.3</b>	<b>1.9</b>	<b>3.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.4</b>	<b>13</b>	<b>318</b>
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	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	77.8	9	18
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	25.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	62.5	15	8
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</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>12</b>	<b>73.1</b>	<b>11</b>	<b>26</b>
PORTO SANTO	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	132	12.5	63	8
<b>TOTAL PORTO SANTO</b>			<b>8</b>	<b>0</b>	<b>0</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>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>132</b>	<b>12.5</b>	<b>63</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>37.5</b>	<b>4.2</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>58.8</b>	<b>23</b>	<b>34</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	60	0	0	15.0	48.3	26.7	8.3	0.0	0.0	0.0	1.7	0.0	0.0	0.0	7	80.0	9	60
<b>TOTAL DOHA HAMAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>48.3</b>	<b>26.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>9</b>	<b>60</b>
<b>TOTAL QATAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>48.3</b>	<b>26.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>9</b>	<b>60</b>
<b>REPUBLIC OF</b>																				
PODGORICA	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	14.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL PODGORICA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>42.9</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>42.9</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	30	0	0	6.7	20.0	36.7	16.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	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	67.6	11	34
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	11.5	19.2	26.9	15.4	11.5	7.7	7.7	0.0	0.0	0.0	0.0	28	61.5	16	26
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>19.6</b>	<b>32.1</b>	<b>16.1</b>	<b>10.7</b>	<b>8.9</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>65.0</b>	<b>13</b>	<b>60</b>
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	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
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	92.3	6	26
<b>TOTAL CLUJ NAPOCA</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>92.3</b>	<b>6</b>	<b>26</b>
<b>TOTAL ROMANIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>20.7</b>	<b>31.0</b>	<b>15.5</b>	<b>10.3</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.3</b>	<b>11</b>	<b>86</b>
<b>RUSSIA</b>																				
ST PETERSBURG	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	5	0.0	0	0
<b>TOTAL ST PETERSBURG</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 RUSSIA</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>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	26	0	0	3.8	15.4	34.6	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	20	42.3	24	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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 BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>30.8</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>42.3</b>	<b>24</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC SLOVENIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>34.6</b>	<b>15.4</b>	<b>30.8</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>42.3</b>	<b>24</b>	<b>26</b>
<b>LJUBLJANA</b>	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LJUBLJANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL SLOVENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	JET2.COM LTD	S	96	0	0	21.9	31.3	34.4	6.3	3.1	0.0	3.1	0.0	0.0	0.0	0.0	10	88.3	10	60
<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	57.0	30	86
<b>ALICANTE</b>	RYANAIR	S	84	0	2	10.5	20.9	38.4	14.0	8.1	5.8	0.0	0.0	0.0	0.0	2.3	14	79.3	9	87
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	35.3	17.6	29.4	5.9	0.0	0.0	11.8	0.0	0.0	137	68.8	21	16
<b>ALICANTE</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	77.8	6	18
<b>TOTAL ALICANTE</b>			<b>197</b>	<b>0</b>	<b>2</b>	<b>15.1</b>	<b>24.1</b>	<b>36.2</b>	<b>10.6</b>	<b>7.5</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>23</b>	<b>73.4</b>	<b>16</b>	<b>267</b>
<b>ALMERIA</b>	JET2.COM LTD	S	16	0	0	12.5	25.0	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>ALMERIA</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	25.0	68.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	22	16
<b>TOTAL ALMERIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</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>6</b>	<b>50.0</b>	<b>22</b>	<b>16</b>
<b>BARCELONA</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	52.8	21	53
<b>BARCELONA</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	44.4	22	18
<b>BARCELONA</b>	RYANAIR	S	76	0	2	0.0	3.8	26.9	21.8	20.5	21.8	2.6	0.0	0.0	0.0	2.6	39	57.9	23	76
<b>BARCELONA</b>	VUELING AIRLINES	S	50	0	3	1.9	7.5	26.4	22.6	17.0	11.3	5.7	1.9	0.0	0.0	5.7	43	42.3	56	52
<b>TOTAL BARCELONA</b>			<b>126</b>	<b>0</b>	<b>5</b>	<b>0.8</b>	<b>5.3</b>	<b>26.7</b>	<b>22.1</b>	<b>19.1</b>	<b>17.6</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>40</b>	<b>51.3</b>	<b>31</b>	<b>199</b>
<b>GIRONA</b>	JET2.COM LTD	S	16	0	0	12.5	18.8	25.0	0.0	12.5	31.3	0.0	0.0	0.0	0.0	0.0	35	64.7	18	17
<b>GIRONA</b>	RYANAIR	S	28	0	0	0.0	17.9	32.1	21.4	17.9	3.6	7.1	0.0	0.0	0.0	0.0	28	46.2	27	26
<b>GIRONA</b>	THOMAS COOK AIRLINES LTD	S	9	0	1	0.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	104	0.0	0	0
<b>GIRONA</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	44.4	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	37	62.5	15	16
<b>TOTAL GIRONA</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>20.8</b>	<b>33.3</b>	<b>13.9</b>	<b>12.5</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>42</b>	<b>55.9</b>	<b>21</b>	<b>59</b>
<b>IBIZA</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	33	8
<b>IBIZA</b>	JET2.COM LTD	S	60	0	0	3.3	15.0	41.7	18.3	10.0	6.7	3.3	1.7	0.0	0.0	0.0	27	51.9	21	52
<b>IBIZA</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18
<b>IBIZA</b>	RYANAIR	S	16	0	0	0.0	6.3	31.3	18.8	31.3	6.3	0.0	6.3	0.0	0.0	0.0	41	50.0	34	18
<b>IBIZA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	8
<b>IBIZA</b>	TUI AIRWAYS LTD	C	54	0	0	3.7	27.8	46.3	13.0	1.9	3.7	1.9	1.9	0.0	0.0	0.0	16	63.6	15	44
<b>TOTAL IBIZA</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.0</b>	<b>42.0</b>	<b>15.2</b>	<b>8.7</b>	<b>5.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.8</b>	<b>18</b>	<b>148</b>
<b>MADRID</b>	IBERIA EXPRESS	S	34	0	0	0.0	35.3	38.2	8.8	11.8	2.9	0.0	0.0	2.9	0.0	0.0	54	79.4	15	34
<b>MADRID</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	39.3	25	28
<b>MADRID</b>	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
MADRID	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	0.0	48	4
MADRID	PULLMANTUR 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	23	2
MADRID	RYANAIR	S	35	0	0	0.0	14.3	25.7	25.7	22.9	11.4	0.0	0.0	0.0	0.0	0.0	27	41.2	28	34
<b>TOTAL MADRID</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.3</b>	<b>31.4</b>	<b>17.1</b>	<b>17.1</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>51.0</b>	<b>23</b>	<b>102</b>
MAHON	JET2.COM LTD	S	28	0	0	0.0	25.0	53.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	26	16
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	65.4	40	26
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	44.4	20	18
MAHON	TUI AIRWAYS LTD	C	36	0	0	0.0	13.9	44.4	27.8	0.0	8.3	2.8	2.8	0.0	0.0	0.0	29	61.5	18	26
<b>TOTAL MAHON</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>22.0</b>	<b>45.1</b>	<b>23.2</b>	<b>2.4</b>	<b>3.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.6</b>	<b>27</b>	<b>86</b>
MALAGA	BRITISH AIRWAYS PLC	S	9	0	0	0.0	11.1	11.1	22.2	22.2	11.1	0.0	22.2	0.0	0.0	0.0	80	62.5	13	8
MALAGA	JET2.COM LTD	S	78	0	0	7.7	26.9	30.8	12.8	6.4	10.3	2.6	2.6	0.0	0.0	0.0	24	69.2	13	52
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	52.0	21	100
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	53.8	22	26
MALAGA	PRIMERA AIR SCANDINAVIA	S	52	0	0	0.0	5.8	44.2	28.8	11.5	5.8	3.8	0.0	0.0	0.0	0.0	27	0.0	0	0
MALAGA	RYANAIR	S	78	0	0	2.6	11.5	43.6	14.1	16.7	7.7	3.8	0.0	0.0	0.0	0.0	26	75.0	10	88
MALAGA	TUI AIRWAYS LTD	C	32	0	0	0.0	9.4	34.4	28.1	15.6	6.3	6.3	0.0	0.0	0.0	0.0	29	50.0	30	36
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	100.0	1	18
<b>TOTAL MALAGA</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>14.9</b>	<b>37.3</b>	<b>18.9</b>	<b>12.4</b>	<b>8.0</b>	<b>3.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>63.7</b>	<b>16</b>	<b>328</b>
MURCIA SAN JAVIER	RYANAIR	S	34	0	0	2.9	29.4	47.1	5.9	14.7	0.0	0.0	0.0	0.0	0.0	0.0	11	73.5	45	34
<b>TOTAL MURCIA SAN JAVIER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>47.1</b>	<b>5.9</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>11</b>	<b>73.5</b>	<b>45</b>	<b>34</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	19	0	0	10.5	15.8	0.0	47.4	15.8	0.0	0.0	10.5	0.0	0.0	0.0	44	75.0	16	8
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	JET2.COM LTD	S	114	0	0	6.1	19.3	43.0	13.2	14.9	1.8	0.0	1.8	0.0	0.0	0.0	17	68.3	18	60
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	59.7	23	72
PALMA DE MALLORCA	PRIMERA AIR SCANDINAVIA	S	52	0	0	0.0	26.9	42.3	5.8	7.7	9.6	0.0	7.7	0.0	0.0	0.0	33	0.0	0	0
PALMA DE MALLORCA	RYANAIR	S	60	0	0	6.7	10.0	38.3	13.3	13.3	13.3	3.3	1.7	0.0	0.0	0.0	31	68.3	12	60
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	35	0	0	2.9	31.4	51.4	2.9	11.4	0.0	0.0	0.0	0.0	0.0	0.0	10	53.3	29	45
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	84	0	0	1.2	14.3	45.2	20.2	15.5	2.4	0.0	1.2	0.0	0.0	0.0	19	56.4	45	94
<b>TOTAL PALMA DE MALLORCA</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>18.7</b>	<b>41.2</b>	<b>14.6</b>	<b>13.5</b>	<b>4.7</b>	<b>0.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>61.5</b>	<b>27</b>	<b>340</b>
REUS	JET2.COM LTD	S	26	0	0	0.0	23.1	34.6	19.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	20	50.0	19	26
REUS	RYANAIR	S	16	0	0	0.0	0.0	43.8	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	28	81.3	7	16
REUS	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4
REUS	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	24	66.7	16	18
<b>TOTAL REUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.7</b>	<b>38.3</b>	<b>26.7</b>	<b>11.7</b>	<b>11.7</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>65.6</b>	<b>14</b>	<b>64</b>
VALENCIA	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	6

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 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>100.0</b>	<b>3</b>	<b>6</b>
<b>TOTAL SPAIN</b>			<b>1423</b>	<b>0</b>	<b>8</b>	<b>4.5</b>	<b>18.4</b>	<b>38.3</b>	<b>16.2</b>	<b>11.8</b>	<b>6.6</b>	<b>1.7</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>26</b>	<b>62.3</b>	<b>22</b>	<b>1649</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	42	0	0	14.3	16.7	42.9	16.7	2.4	2.4	2.4	0.0	2.4	0.0	0.0	39	74.1	12	27
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	47.6	53	42
ARRECIFE	RYANAIR	S	26	0	0	7.7	15.4	34.6	19.2	7.7	7.7	3.8	3.8	0.0	0.0	0.0	31	80.8	8	26
ARRECIFE	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	17.6	29.4	11.8	23.5	11.8	0.0	0.0	0.0	0.0	0.0	25	50.0	20	18
ARRECIFE	TUI AIRWAYS LTD	C	25	0	0	4.0	16.0	36.0	12.0	20.0	12.0	0.0	0.0	0.0	0.0	0.0	26	61.5	16	26
<b>TOTAL ARRECIFE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>16.4</b>	<b>37.3</b>	<b>15.5</b>	<b>10.9</b>	<b>7.3</b>	<b>1.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>61.9</b>	<b>25</b>	<b>139</b>
FUERTEVENTURA	JET2.COM LTD	S	16	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	50.0	21	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	56.3	17	16
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	6	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	22.2	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	19	54.2	29	24
FUERTEVENTURA	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	25.0	12.5	31.3	12.5	0.0	0.0	6.3	0.0	0.0	106	68.8	21	16
<b>TOTAL FUERTEVENTURA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>29.4</b>	<b>30.9</b>	<b>10.3</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>64.1</b>	<b>20</b>	<b>92</b>
LAS PALMAS	JET2.COM LTD	S	26	0	0	11.5	23.1	34.6	11.5	7.7	3.8	0.0	3.8	3.8	0.0	0.0	69	25.0	33	16
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	44.1	25	34
LAS PALMAS	RYANAIR	S	26	0	0	7.7	19.2	34.6	15.4	11.5	3.8	7.7	0.0	0.0	0.0	0.0	27	65.4	44	26
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	17	0	0	11.8	17.6	41.2	5.9	17.6	0.0	0.0	5.9	0.0	0.0	0.0	30	44.4	33	18
LAS PALMAS	TUI AIRWAYS LTD	C	27	0	0	0.0	22.2	33.3	7.4	22.2	7.4	7.4	0.0	0.0	0.0	0.0	32	38.9	25	18
<b>TOTAL LAS PALMAS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>20.8</b>	<b>35.4</b>	<b>10.4</b>	<b>14.6</b>	<b>4.2</b>	<b>4.2</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>45.5</b>	<b>32</b>	<b>112</b>
TENERIFE (NORTE LOS RODEOS)	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	186	1
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>186</b>	<b>1</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	52	0	0	1.9	25.0	28.8	19.2	13.5	5.8	5.8	0.0	0.0	0.0	0.0	25	55.9	18	34
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	52.6	20	76
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	55.6	27	18
TENERIFE (SURREINA SOFIA)	RYANAIR	S	35	0	0	2.9	22.9	57.1	2.9	11.4	0.0	0.0	2.9	0.0	0.0	0.0	15	72.2	17	36
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	19	0	0	0.0	21.1	36.8	26.3	0.0	15.8	0.0	0.0	0.0	0.0	0.0	24	26.3	104	19
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	34	0	0	0.0	17.6	58.8	5.9	8.8	8.8	0.0	0.0	0.0	0.0	0.0	16	53.6	25	28
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	88.2	16	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>22.1</b>	<b>44.3</b>	<b>12.9</b>	<b>10.0</b>	<b>6.4</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>57.0</b>	<b>27</b>	<b>228</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.5</b>	<b>38.2</b>	<b>12.6</b>	<b>12.1</b>	<b>6.5</b>	<b>2.2</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>57.0</b>	<b>27</b>	<b>572</b>
<b>GOTEBORG (LANDVETTER)</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	50
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>12</b>	<b>50</b>
<b>STOCKHOLM (ARLANDA)</b>	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>STOCKHOLM (ARLANDA)</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	85.7	8	28
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	10	0	2	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	2	0.0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>11</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>84.6</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>15.4</b>	<b>2</b>	<b>85.7</b>	<b>8</b>	<b>28</b>
<b>TOTAL SWEDEN</b>			<b>11</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>84.6</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>15.4</b>	<b>2</b>	<b>78.8</b>	<b>11</b>	<b>78</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	27	0	1	0.0	10.7	42.9	10.7	14.3	14.3	3.6	0.0	0.0	0.0	3.6	28	0.0	0	0
<b>TOTAL GENEVA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.7</b>	<b>42.9</b>	<b>10.7</b>	<b>14.3</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ZURICH</b>	SWISS AIRLINES	S	100	0	0	0.0	24.0	41.0	19.0	7.0	9.0	0.0	0.0	0.0	0.0	0.0	17	79.8	10	104
<b>TOTAL ZURICH</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>41.0</b>	<b>19.0</b>	<b>7.0</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.8</b>	<b>10</b>	<b>104</b>
<b>TOTAL SWITZERLAND</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.1</b>	<b>41.4</b>	<b>17.2</b>	<b>8.6</b>	<b>10.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>79.8</b>	<b>10</b>	<b>104</b>
<b>TUNISIA</b>																				
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	10.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	18	0	0	0.0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	55.0	30	20
<b>ANTALYA</b>	JET2.COM LTD	S	26	0	0	0.0	11.5	34.6	23.1	11.5	15.4	3.8	0.0	0.0	0.0	0.0	31	0.0	0	0
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	53	0	0	0.0	3.8	24.5	22.6	30.2	11.3	3.8	0.0	3.8	0.0	0.0	92	30.8	56	26
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	11.1	11.1	33.3	11.1	11.1	11.1	0.0	0.0	0.0	69	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.5</b>	<b>31.1</b>	<b>20.8</b>	<b>22.6</b>	<b>10.4</b>	<b>3.8</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>41.3</b>	<b>45</b>	<b>46</b>
<b>BODRUM (MILAS)</b>	FREEBIRD AIRLINES	C	8	0	0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>BODRUM (MILAS)</b>	JET2.COM LTD	S	8	0	0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>BODRUM (MILAS)</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	10.0	30.0	20.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	53	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	75.0	20	8
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>30.8</b>	<b>23.1</b>	<b>7.7</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>26</b>	<b>75.0</b>	<b>20</b>	<b>8</b>
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>DALAMAN</b>	JET2.COM LTD	S	35	0	0	0.0	14.3	25.7	34.3	17.1	8.6	0.0	0.0	0.0	0.0	0.0	24	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	48.1	26	52

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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			
DALAMAN	THOMAS COOK AIRLINES LTD	S	45	0	0	0.0	13.3	35.6	15.6	24.4	11.1	0.0	0.0	0.0	0.0	25	41.9	35	43		
DALAMAN	TUI AIRWAYS LTD	C	27	0	0	0.0	3.7	33.3	48.1	11.1	3.7	0.0	0.0	0.0	0.0	22	40.0	158	25		
<b>TOTAL DALAMAN</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>12.2</b>	<b>32.2</b>	<b>28.7</b>	<b>17.4</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>44.2</b>	<b>57</b>	<b>120</b>		
ISTANBUL	THY TURKISH AIRLINES	S	103	0	0	5.8	30.1	37.9	12.6	7.8	3.9	1.0	1.0	0.0	0.0	15	59.6	16	104		
<b>TOTAL ISTANBUL</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>30.1</b>	<b>37.9</b>	<b>12.6</b>	<b>7.8</b>	<b>3.9</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>59.6</b>	<b>16</b>	<b>104</b>		
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	8	0	1	0.0	11.1	22.2	11.1	11.1	22.2	0.0	0.0	11.1	0.0	11.1	198	50.0	22	8	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>198</b>	<b>50.0</b>	<b>22</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>358</b>	<b>0</b>	<b>1</b>	<b>3.3</b>	<b>16.4</b>	<b>33.1</b>	<b>20.9</b>	<b>15.3</b>	<b>7.2</b>	<b>1.4</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.3</b>	<b>36</b>	<b>50.3</b>	<b>38</b>	<b>286</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	0.0	0.0	27.8	44.4	11.1	5.6	0.0	11.1	0.0	0.0	45	44.4	45	18		
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>44.4</b>	<b>45</b>	<b>18</b>		
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>44.4</b>	<b>45</b>	<b>18</b>		
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	120	0	0	25.8	35.0	28.3	6.7	2.5	0.8	0.8	0.0	0.0	0.0	6	86.5	7	132		
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>35.0</b>	<b>28.3</b>	<b>6.7</b>	<b>2.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>7</b>	<b>132</b>		
<b>TOTAL UNITED ARAB</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>35.0</b>	<b>28.3</b>	<b>6.7</b>	<b>2.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>7</b>	<b>132</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	147	0	5	11.8	33.6	38.2	9.2	3.3	0.7	0.0	0.0	0.0	0.0	6	83.3	9	216		
ABERDEEN	VLM (BELGIUM)	S	8	0	0	0.0	0.0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	45	0.0	0	0		
<b>TOTAL ABERDEEN</b>			<b>155</b>	<b>0</b>	<b>5</b>	<b>11.3</b>	<b>31.9</b>	<b>36.9</b>	<b>10.6</b>	<b>5.0</b>	<b>0.6</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>83.3</b>	<b>9</b>	<b>216</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	375	0	9	3.1	33.3	35.2	12.0	7.3	4.7	2.1	0.0	0.0	0.0	2.3	15	66.7	19	376	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>375</b>	<b>0</b>	<b>9</b>	<b>3.1</b>	<b>33.3</b>	<b>35.2</b>	<b>12.0</b>	<b>7.3</b>	<b>4.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>66.7</b>	<b>19</b>	<b>376</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	144	0	0	7.6	44.4	22.2	14.6	5.6	5.6	0.0	0.0	0.0	0.0	12	80.0	13	110		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>44.4</b>	<b>22.2</b>	<b>14.6</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>12</b>	<b>80.0</b>	<b>13</b>	<b>110</b>		
BOURNEMOUTH	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		
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
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	100.0	5	2		
BRISTOL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
<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</b>	<b>66.7</b>	<b>15</b>	<b>3</b>		
BRIZE NORTON	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	42	1		
<b>TOTAL BRIZE NORTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>1</b>		
CARDIFF WALES	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	24	0.0	0	0		
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
DONCASTER SHEFFIELD	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	25	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 DONCASTER SHEFFIELD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1
<b>EAST MIDLANDS INTERNATIONAL</b>	JET2.COM LTD	S	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	55	100.0	10	1
<b>EAST MIDLANDS INTERNATIONAL</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	0.0	23	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>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>48</b>	<b>50.0</b>	<b>16</b>	<b>2</b>
<b>EDINBURGH</b>	FLYBE LTD	S	363	0	3	1.6	21.0	39.6	13.9	8.7	8.5	5.2	0.5	0.0	0.0	0.8	25	67.7	17	365	
<b>TOTAL EDINBURGH</b>			<b>363</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>21.0</b>	<b>39.6</b>	<b>13.9</b>	<b>8.7</b>	<b>8.5</b>	<b>5.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>25</b>	<b>67.7</b>	<b>17</b>	<b>365</b>	
<b>EXETER</b>	FLYBE LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>EXETER</b>	FLYBE LTD	S	12	0	0	8.3	16.7	16.7	41.7	8.3	0.0	0.0	8.3	0.0	0.0	0.0	29	25.0	70	4	
<b>TOTAL EXETER</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>15.4</b>	<b>38.5</b>	<b>7.7</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>27</b>	<b>25.0</b>	<b>70</b>	<b>4</b>	
<b>GATWICK</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	50.0	48	4	
<b>GATWICK</b>	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>GATWICK</b>	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	73	3	
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>28.6</b>	<b>59</b>	<b>7</b>	
<b>GLASGOW</b>	FLYBE LTD	S	349	0	7	0.8	23.9	37.4	9.6	10.1	10.7	4.8	0.8	0.0	0.0	2.0	27	72.3	15	351	
<b>GLASGOW</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<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	10	50.0	24	2	
<b>TOTAL GLASGOW</b>			<b>350</b>	<b>0</b>	<b>7</b>	<b>0.8</b>	<b>23.8</b>	<b>37.5</b>	<b>9.5</b>	<b>10.1</b>	<b>10.6</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>27</b>	<b>72.3</b>	<b>15</b>	<b>354</b>	
<b>GUERNSEY</b>	FLYBE LTD	S	38	0	4	7.1	21.4	40.5	7.1	9.5	4.8	0.0	0.0	0.0	0.0	9.5	12	50.0	31	52	
<b>TOTAL GUERNSEY</b>			<b>38</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>21.4</b>	<b>40.5</b>	<b>7.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>12</b>	<b>50.0</b>	<b>31</b>	<b>52</b>	
<b>INVERNESS</b>	FLYBE LTD	S	60	0	0	0.0	18.3	50.0	16.7	8.3	5.0	1.7	0.0	0.0	0.0	0.0	16	83.3	10	60	
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.3</b>	<b>50.0</b>	<b>16.7</b>	<b>8.3</b>	<b>5.0</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>83.3</b>	<b>10</b>	<b>60</b>	
<b>ISLE OF MAN</b>	FLYBE LTD	S	68	0	0	0.0	25.0	39.7	17.6	11.8	1.5	1.5	1.5	1.5	0.0	0.0	25	65.0	25	80	
<b>TOTAL ISLE OF MAN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>39.7</b>	<b>17.6</b>	<b>11.8</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>65.0</b>	<b>25</b>	<b>80</b>	
<b>JERSEY</b>	FLYBE LTD	S	130	0	0	3.1	13.8	36.9	21.5	12.3	6.9	4.6	0.8	0.0	0.0	0.0	28	56.6	24	112	
<b>TOTAL JERSEY</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>13.8</b>	<b>36.9</b>	<b>21.5</b>	<b>12.3</b>	<b>6.9</b>	<b>4.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>56.6</b>	<b>24</b>	<b>112</b>	
<b>LEEDS BRADFORD</b>	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	18	0.0	0	0	
<b>LEEDS BRADFORD</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	40.0	61	5	
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>40.0</b>	<b>61</b>	<b>5</b>	
<b>LIVERPOOL (JOHN LENNON)</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	22	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>100.0</b>	<b>0.0</b>	<b>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>	
<b>LONDON CITY</b>	BRITISH AIRWAYS PLC	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	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	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	72	0.0	0	0	
LUTON	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 LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	FLYBE LTD	S	9	0	0	0.0	11.1	0.0	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	57	33.3	24	3	
MANCHESTER	JET2.COM LTD	S	4	0	0	25.0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	57	50.0	22	2	
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	53	1	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	0.0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	71	0.0	75	1	
MANCHESTER	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	100	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>15.0</b>	<b>30.0</b>	<b>30.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>28.6</b>	<b>35</b>	<b>7</b>	
NEWCASTLE	FLYBE LTD	S	9	0	0	55.6	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>55.6</b>	<b>0.0</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	FLYBE LTD	S	61	0	0	0.0	13.1	44.3	21.3	11.5	4.9	1.6	3.3	0.0	0.0	0.0	27	73.1	13	67	
<b>TOTAL NEWQUAY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.1</b>	<b>44.3</b>	<b>21.3</b>	<b>11.5</b>	<b>4.9</b>	<b>1.6</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>73.1</b>	<b>13</b>	<b>67</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	2	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>2</b>	<b>1</b>	
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
SOUTHEND	STOBART AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>50.0</b>	<b>28</b>	<b>2</b>	
STANSTED	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	1	
STANSTED	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
STANSTED	PRIMERA AIR SCANDINAVIA	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	143	2	
STANSTED	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	100.0	4	1	
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	0.0	17	1	
<b>TOTAL STANSTED</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>38</b>	<b>40.0</b>	<b>61</b>	<b>5</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1809</b>	<b>0</b>	<b>28</b>	<b>3.5</b>	<b>25.9</b>	<b>36.1</b>	<b>13.6</b>	<b>8.9</b>	<b>6.6</b>	<b>3.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.5</b>	<b>21</b>	<b>69.8</b>	<b>17</b>	<b>1829</b>	
<b>USA</b>																					
NEW YORK (NEWARK)	PRIMERA AIR SCANDINAVIA	S	35	0	0	0.0	0.0	22.9	14.3	20.0	20.0	2.9	17.1	2.9	0.0	0.0	122	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	76.7	14	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.9</b>	<b>14.3</b>	<b>20.0</b>	<b>20.0</b>	<b>2.9</b>	<b>17.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>122</b>	<b>76.7</b>	<b>14</b>	<b>60</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	9	0	0	22.2	22.2	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	26	10	
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</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>0.0</b>	<b>15</b>	<b>60.0</b>	<b>26</b>	<b>10</b>	
<b>TOTAL USA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>4.5</b>	<b>22.7</b>	<b>11.4</b>	<b>22.7</b>	<b>15.9</b>	<b>2.3</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>	<b>74.6</b>	<b>15</b>	<b>71</b>	

**TOTAL BIRMINGHAM**

**9561    0    113    3.9 21.3 36.7 15.7 11.5 6.2 2.1 1.0 0.3 0.0 1.2 25 66.1 20 10673**

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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>CYPRUS</b>																				
PAPHOS	TUI AIRWAYS LTD	C	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	14	75.0	14	8
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</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>14</b>	<b>75.0</b>	<b>14</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</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>14</b>	<b>75.0</b>	<b>14</b>	<b>8</b>
<b>FRANCE</b>																				
NANTES	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	19	1	
<b>TOTAL NANTES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>GREECE</b>																				
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	15	100.0	2	10	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</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>2</b>	<b>10</b>	
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	34	87.5	3	8	
<b>TOTAL RHODES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</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>34</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>TOTAL GREECE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>36.8</b>	<b>26.3</b>	<b>15.8</b>	<b>10.5</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>2</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	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	6	1	
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>ITALY</b>																				
NAPLES	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	9	0.0	0	0	
NAPLES	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	14	80.0	10	10	
<b>TOTAL NAPLES</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>45.5</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>13</b>	<b>80.0</b>	<b>10</b>	<b>10</b>	
VERONA VILLAFRANCA	AIR BUCHAREST	C	0	0	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	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>45.5</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>13</b>	<b>66.7</b>	<b>14</b>	<b>12</b>	
<b>MALTA</b>																				
MALTA	RYANAIR	S	16	0	0	0.0	31.3	25.0	12.5	18.8	0.0	0.0	12.5	0.0	0.0	46	61.1	22	18	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>61.1</b>	<b>22</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>61.1</b>	<b>22</b>	<b>18</b>	
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	18	0	0	5.6	5.6	38.9	16.7	11.1	11.1	5.6	5.6	0.0	0.0	38	55.6	21	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>16.7</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>38</b>	<b>55.6</b>	<b>21</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>16.7</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>38</b>	<b>55.6</b>	<b>21</b>	<b>18</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	RYANAIR	S	34	0	0	0.0	23.5	41.2	29.4	5.9	0.0	0.0	0.0	0.0	0.0	12	97.1	10	34	
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>29.4</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>97.1</b>	<b>10</b>	<b>34</b>	
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>29.4</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>97.1</b>	<b>10</b>	<b>34</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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</b>																					
ALICANTE	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	1	
ALICANTE	RYANAIR	S	30	0	2	0.0	15.6	59.4	0.0	18.8	0.0	0.0	0.0	0.0	0.0	6.3	13	91.2	17	34	
<b>TOTAL ALICANTE</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.6</b>	<b>59.4</b>	<b>0.0</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>6.3</b>	<b>13</b>	<b>91.4</b>	<b>17</b>	<b>35</b>	
GIRONA	RYANAIR	S	36	0	0	0.0	13.9	41.7	19.4	16.7	8.3	0.0	0.0	0.0	0.0	0.0	23	94.1	12	34	
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>41.7</b>	<b>19.4</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>23</b>	<b>94.1</b>	<b>12</b>	<b>34</b>	
IBIZA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	100.0	3	8	
<b>TOTAL IBIZA</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>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>12</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
MAHON	TUI AIRWAYS LTD	C	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	87.5	10	8	
<b>TOTAL MAHON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</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>14</b>	<b>87.5</b>	<b>10</b>	<b>8</b>	
MALAGA	RYANAIR	S	52	0	0	3.8	48.1	40.4	1.9	1.9	0.0	0.0	3.8	0.0	0.0	0.0	11	90.4	9	52	
<b>TOTAL MALAGA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>48.1</b>	<b>40.4</b>	<b>1.9</b>	<b>1.9</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>11</b>	<b>90.4</b>	<b>9</b>	<b>52</b>	
MURCIA SAN JAVIER	RYANAIR	S	33	0	0	0.0	33.3	45.5	6.1	0.0	6.1	3.0	3.0	3.0	0.0	0.0	32	97.1	1	34	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>45.5</b>	<b>6.1</b>	<b>0.0</b>	<b>6.1</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>97.1</b>	<b>1</b>	<b>34</b>	
PALMA DE MALLORCA	RYANAIR	S	52	0	0	0.0	26.9	38.5	13.5	17.3	0.0	3.8	0.0	0.0	0.0	0.0	19	88.5	9	52	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	34	0	0	0.0	17.6	55.9	5.9	11.8	2.9	5.9	0.0	0.0	0.0	0.0	22	76.5	10	34	
<b>TOTAL PALMA DE MALLORCA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.3</b>	<b>45.3</b>	<b>10.5</b>	<b>15.1</b>	<b>1.2</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>81.8</b>	<b>9</b>	<b>86</b>	
<b>TOTAL SPAIN</b>			<b>253</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>28.2</b>	<b>45.1</b>	<b>7.8</b>	<b>11.0</b>	<b>2.7</b>	<b>2.0</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>89.2</b>	<b>9</b>	<b>257</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	6.3	50.0	31.3	0.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	15	83.3	10	18	
<b>TOTAL ARRECIFE</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>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>15</b>	<b>83.3</b>	<b>10</b>	<b>18</b>	
LAS PALMAS	RYAN INTERNATIONAL AIRLINES	S	0	0	0	0.0	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	
LAS PALMAS	RYANAIR	S	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	13	16	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</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>8</b>	<b>88.5</b>	<b>9</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	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	100.0	0	8	
TENERIFE (SURREINA SOFIA)	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	19	75.0	29	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</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>10</b>	<b>87.5</b>	<b>15</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>48.0</b>	<b>36.0</b>	<b>0.0</b>	<b>6.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.7</b>	<b>11</b>	<b>60</b>	
<b>SWEDEN</b>																					
VISBY	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	10	1	
<b>TOTAL VISBY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 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>10</b>	<b>1</b>	
<b>TURKEY</b>																					

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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	FREEBIRD AIRLINES	C	10	0	0	0.0	10.0	50.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	60.0	33	10
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>60.0</b>	<b>33</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>60.0</b>	<b>33</b>	<b>10</b>
UNITED KINGDOM																				
BELFAST CITY (GEORGE BEST)	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	11	1
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>24</b>	<b>2</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	0	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>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>15</b>	<b>4</b>
<b>TOTAL BOURNEMOUTH</b>			<b>419</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>27.6</b>	<b>42.0</b>	<b>10.2</b>	<b>11.2</b>	<b>3.6</b>	<b>1.7</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>85.4</b>	<b>11</b>	<b>442</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>AUSTRIA</b>																					
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	52	7	
INNSBRUCK	FLYBE LTD	C	10	0	0	0.0	0.0	30.0	10.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>52</b>	<b>7</b>	
SALZBURG	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	104	1	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>104</b>	<b>1</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	16.7	11.1	33.3	22.2	16.7	0.0	0.0	0.0	0.0	0.0	31	66.7	17	18	
<b>TOTAL VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>17.9</b>	<b>25.0</b>	<b>28.6</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>33</b>	<b>46.2</b>	<b>30</b>	<b>26</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	149	0	4	0.0	16.3	52.9	11.1	9.8	2.6	3.3	1.3	0.0	0.0	2.6	20	0.0	20	2	
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	56.8	23	146	
<b>TOTAL BRUSSELS</b>			<b>149</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>16.3</b>	<b>52.9</b>	<b>11.1</b>	<b>9.8</b>	<b>2.6</b>	<b>3.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>56.1</b>	<b>23</b>	<b>148</b>	
<b>TOTAL BELGIUM</b>			<b>149</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>16.3</b>	<b>52.9</b>	<b>11.1</b>	<b>9.8</b>	<b>2.6</b>	<b>3.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>56.1</b>	<b>23</b>	<b>148</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	8	
BURGAS	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
BURGAS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	25.0	33	8	
<b>TOTAL BURGAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>11.1</b>	<b>52.8</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>17</b>	<b>62.5</b>	<b>18</b>	<b>16</b>	
SOFIA	BULGARIA 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	108	1	
SOFIA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	20	
<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>71.4</b>	<b>19</b>	<b>21</b>	
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>11.1</b>	<b>52.8</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>17</b>	<b>67.6</b>	<b>18</b>	<b>37</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS 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	25	55.6	13	9	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>13</b>	<b>9</b>	
<b>TOTAL CAPE VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.6</b>	<b>13</b>	<b>9</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	15	0	1	0.0	18.8	25.0	18.8	18.8	12.5	0.0	0.0	0.0	0.0	6.3	23	43.8	22	16	
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	37.5	6.3	12.5	18.8	6.3	0.0	0.0	0.0	0.0	33	70.0	16	10	
<b>TOTAL DUBROVNIK</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>15.6</b>	<b>15.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>28</b>	<b>53.8</b>	<b>19</b>	<b>26</b>	
PULA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	11.1	5.6	27.8	27.8	0.0	0.0	0.0	0.0	0.0	35	50.0	21	8	
PULA	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	5	16	
<b>TOTAL PULA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.4</b>	<b>41.7</b>	<b>5.6</b>	<b>13.9</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>20</b>	<b>79.2</b>	<b>11</b>	<b>24</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>SPLIT</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	0	0.0	16.7	33.3	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	85.3	11	34
<b>TOTAL SPLIT</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>35.7</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>18</b>	<b>85.3</b>	<b>11</b>	<b>34</b>
<b>ZADAR</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	52	0.0	0	0
<b>ZADAR</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	16
<b>TOTAL ZADAR</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>52</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
<b>TOTAL CROATIA</b>			<b>110</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>18.0</b>	<b>35.1</b>	<b>18.9</b>	<b>12.6</b>	<b>11.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>74.0</b>	<b>13</b>	<b>100</b>	
<b>CYPRUS</b>																				
<b>LARNACA</b>	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	17.6	17.6	47.1	11.8	0.0	0.0	0.0	0.0	0.0	40	58.8	14	17
<b>LARNACA</b>	TUI AIRWAYS LTD	C	16	0	0	12.5	6.3	18.8	6.3	43.8	0.0	0.0	0.0	12.5	0.0	0.0	184	29.4	30	17
<b>TOTAL LARNACA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>6.1</b>	<b>18.2</b>	<b>12.1</b>	<b>45.5</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>110</b>	<b>44.1</b>	<b>22</b>	<b>34</b>
<b>PAPHOS</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	0.0	3.8	23.1	34.6	30.8	7.7	0.0	0.0	0.0	0.0	58	25.0	39	24
<b>PAPHOS</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	20.0	10.0	20.0	30.0	0.0	20.0	0.0	0.0	0.0	87	0.0	0	0
<b>PAPHOS</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	23.5	23.5	17.6	23.5	5.9	5.9	0.0	0.0	0.0	52	56.3	17	16
<b>TOTAL PAPHOS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.2</b>	<b>20.8</b>	<b>26.4</b>	<b>28.3</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>37.5</b>	<b>30</b>	<b>40</b>
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>2.3</b>	<b>15.1</b>	<b>17.4</b>	<b>33.7</b>	<b>19.8</b>	<b>3.5</b>	<b>3.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>40.5</b>	<b>26</b>	<b>74</b>
<b>CZECH REPUBLIC</b>																				
<b>PRAGUE</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	2	4.5	11.4	18.2	18.2	31.8	9.1	2.3	0.0	0.0	0.0	4.5	30	44.4	31	36
<b>TOTAL PRAGUE</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>11.4</b>	<b>18.2</b>	<b>18.2</b>	<b>31.8</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>30</b>	<b>44.4</b>	<b>31</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>11.4</b>	<b>18.2</b>	<b>18.2</b>	<b>31.8</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>30</b>	<b>44.4</b>	<b>31</b>	<b>36</b>
<b>DENMARK</b>																				
<b>COPENHAGEN</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	17.6	35.3	14.7	11.8	11.8	0.0	5.9	0.0	0.0	0.0	41	66.7	15	18
<b>TOTAL COPENHAGEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>35.3</b>	<b>14.7</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>41</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
<b>TOTAL DENMARK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>35.3</b>	<b>14.7</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>41</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
<b>DOMINICAN REPUBLIC</b>																				
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL PUNTA CANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</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>25</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>33.3</b>	<b>11.1</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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>																				
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</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>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 EGYPT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</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>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>FRANCE</b>																				
<b>BASTIA</b>	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	75.0	17	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 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>75.0</b>	<b>17</b>	<b>8</b>	
BERGERAC	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	16	
<b>TOTAL BERGERAC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>16</b>	
BEZIERS	RYANAIR	S	26	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	38.5	23	26	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</b>	<b>46.2</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>0.0</b>	<b>9</b>	<b>38.5</b>	<b>23</b>	<b>26</b>	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	42	0	0	2.4	7.1	19.0	11.9	40.5	16.7	2.4	0.0	0.0	0.0	0.0	40	67.5	29	40	
<b>TOTAL BORDEAUX</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>7.1</b>	<b>19.0</b>	<b>11.9</b>	<b>40.5</b>	<b>16.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>67.5</b>	<b>29</b>	<b>40</b>	
CHATEAUX DEOLS	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	61	1	
<b>TOTAL CHATEAUX 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>61</b>	<b>1</b>	
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	91	80.0	9	10	
<b>TOTAL LA ROCHELLE</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>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>91</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
LIMOGES	RYANAIR	S	18	0	0	5.6	16.7	33.3	27.8	0.0	5.6	11.1	0.0	0.0	0.0	0.0	29	83.3	8	18	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>33.3</b>	<b>27.8</b>	<b>0.0</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>29</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	14	0	8	0.0	13.6	22.7	4.5	13.6	9.1	0.0	0.0	0.0	0.0	36.4	25	63.0	27	27	
<b>TOTAL MARSEILLE</b>			<b>14</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>13.6</b>	<b>22.7</b>	<b>4.5</b>	<b>13.6</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.4</b>	<b>25</b>	<b>63.0</b>	<b>27</b>	<b>27</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	14	0	0	0.0	0.0	35.7	14.3	42.9	7.1	0.0	0.0	0.0	0.0	0.0	34	77.8	11	18	
<b>TOTAL NANTES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.7</b>	<b>14.3</b>	<b>42.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	84	0	2	1.2	19.8	23.3	20.9	17.4	9.3	3.5	2.3	0.0	0.0	2.3	32	51.3	25	76	
<b>TOTAL NICE</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>19.8</b>	<b>23.3</b>	<b>20.9</b>	<b>17.4</b>	<b>9.3</b>	<b>3.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>32</b>	<b>51.3</b>	<b>25</b>	<b>76</b>	
NIMES	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 NIMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	116	0	0	6.9	30.2	37.9	7.8	8.6	3.4	3.4	1.7	0.0	0.0	0.0	18	35.2	58	100	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	58	0	2	0.0	21.7	33.3	18.3	10.0	6.7	1.7	5.0	0.0	0.0	3.3	30	50.0	29	60	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>27.3</b>	<b>36.4</b>	<b>11.4</b>	<b>9.1</b>	<b>4.5</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>40.6</b>	<b>47</b>	<b>160</b>	
QUIMPER	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	6	1	
<b>TOTAL QUIMPER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
TOULOUSE (BLAGNAC)	AERO4M	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	
TOULOUSE (BLAGNAC)	EASTERN AIRWAYS	C	64	0	0	20.3	31.3	32.8	6.3	7.8	1.6	0.0	0.0	0.0	0.0	0.0	9	86.4	10	66	
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	0.0	36.7	26.7	23.3	8.3	1.7	3.3	0.0	0.0	0.0	39	55.0	19	60	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>17.5</b>	<b>34.1</b>	<b>15.9</b>	<b>15.1</b>	<b>4.8</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>71.4</b>	<b>14</b>	<b>126</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>502</b>	<b>0</b>	<b>12</b>	<b>4.7</b>	<b>20.6</b>	<b>31.7</b>	<b>14.2</b>	<b>15.2</b>	<b>6.8</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>26</b>	<b>56.8</b>	<b>28</b>	<b>528</b>	
<b>GERMANY</b>																					
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	52	0	0	3.8	32.7	28.8	21.2	11.5	1.9	0.0	0.0	0.0	0.0	0.0	12	72.0	11	50	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.7</b>	<b>28.8</b>	<b>21.2</b>	<b>11.5</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>12</b>	<b>72.0</b>	<b>11</b>	<b>50</b>	
<b>BREMEN</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	2	
<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>37</b>	<b>2</b>	
<b>COLOGNE BONN</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1	
<b>COLOGNE BONN</b>	RYANAIR	S	34	0	0	0.0	11.8	20.6	20.6	17.6	23.5	0.0	5.9	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>20.6</b>	<b>20.6</b>	<b>17.6</b>	<b>23.5</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>0.0</b>	<b>75</b>	<b>1</b>	
<b>DUSSELDORF</b>	BMI REGIONAL	S	40	0	10	6.0	8.0	20.0	12.0	24.0	10.0	0.0	0.0	0.0	0.0	20.0	28	23.5	57	66	
<b>TOTAL DUSSELDORF</b>			<b>40</b>	<b>0</b>	<b>10</b>	<b>6.0</b>	<b>8.0</b>	<b>20.0</b>	<b>12.0</b>	<b>24.0</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>28</b>	<b>23.5</b>	<b>57</b>	<b>66</b>	
<b>FRANKFURT MAIN</b>	BMI REGIONAL	S	140	0	11	0.0	17.9	27.2	14.6	15.9	11.3	4.6	1.3	0.0	0.0	7.3	34	41.8	41	150	
<b>TOTAL FRANKFURT MAIN</b>			<b>140</b>	<b>0</b>	<b>11</b>	<b>0.0</b>	<b>17.9</b>	<b>27.2</b>	<b>14.6</b>	<b>15.9</b>	<b>11.3</b>	<b>4.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>34</b>	<b>41.8</b>	<b>41</b>	<b>150</b>	
<b>HAMBURG</b>	BMI REGIONAL	S	46	0	3	2.0	20.4	32.7	18.4	18.4	2.0	0.0	0.0	0.0	0.0	6.1	15	35.6	29	54	
<b>TOTAL HAMBURG</b>			<b>46</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>20.4</b>	<b>32.7</b>	<b>18.4</b>	<b>18.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>15</b>	<b>35.6</b>	<b>29</b>	<b>54</b>	
<b>HANOVER</b>	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	
<b>TOTAL HANOVER</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>MUNICH</b>	BMI REGIONAL	S	107	0	6	0.0	4.4	36.3	9.7	23.0	10.6	8.0	2.7	0.0	0.0	5.3	44	33.9	41	114	
<b>MUNICH</b>	TRANSAVIA FRANCE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	49	2	
<b>TOTAL MUNICH</b>			<b>107</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>4.4</b>	<b>36.3</b>	<b>9.7</b>	<b>23.0</b>	<b>10.6</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>44</b>	<b>34.2</b>	<b>41</b>	<b>116</b>	
<b>ROSTOCK-LAAGE</b>	BMI REGIONAL	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ROSTOCK-LAAGE</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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>422</b>	<b>0</b>	<b>30</b>	<b>1.3</b>	<b>15.0</b>	<b>29.2</b>	<b>14.6</b>	<b>18.4</b>	<b>9.7</b>	<b>3.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>32</b>	<b>39.6</b>	<b>39</b>	<b>439</b>	
<b>GIBRALTAR</b>																					
<b>GIBRALTAR</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	12.5	62.5	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	9	26	
<b>TOTAL GIBRALTAR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.5</b>	<b>62.5</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
<b>TOTAL GIBRALTAR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.5</b>	<b>62.5</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
<b>GREECE</b>																					
<b>ATHENS</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	11.1	16.7	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>ATHENS</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	0	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>10.5</b>	<b>21.1</b>	<b>42.1</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CHANIA</b>	RYANAIR	S	16	0	0	0.0	6.3	31.3	6.3	43.8	6.3	0.0	6.3	0.0	0.0	0.0	44	50.0	39	16	
<b>CHANIA</b>	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	13	50.0	25	8	
<b>TOTAL CHANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.2</b>	<b>45.8</b>	<b>12.5</b>	<b>29.2</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>50.0</b>	<b>34</b>	<b>24</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
CORFU	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	23.1	23.1	23.1	11.5	7.7	0.0	7.7	0.0	0.0	0.0	40	44.0	34	25	
CORFU	THOMAS COOK AIRLINES LTD	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	12	75.0	8	16	
CORFU	TUI AIRWAYS LTD	C	26	0	0	0.0	3.8	38.5	50.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	21	94.4	4	18	
<b>TOTAL CORFU</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>13.2</b>	<b>35.3</b>	<b>36.8</b>	<b>4.4</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>26</b>	<b>67.8</b>	<b>18</b>	<b>59</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	0.0	11.1	22.2	22.2	44.4	0.0	0.0	0.0	0.0	0.0	51	37.5	26	16	
HERAKLION	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	12.5	25.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	87.5	5	8	
HERAKLION	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	23.5	11.8	17.6	29.4	0.0	11.8	0.0	0.0	0.0	66	72.2	11	18	
<b>TOTAL HERAKLION</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>4.7</b>	<b>18.6</b>	<b>14.0</b>	<b>23.3</b>	<b>30.2</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>61.9</b>	<b>15</b>	<b>42</b>	
KAVALA	THOMAS COOK AIRLINES LTD	S	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4	
<b>TOTAL KAVALA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>0</b>	<b>4</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	17	0	0	5.9	5.9	17.6	17.6	17.6	35.3	0.0	0.0	0.0	0.0	0.0	43	50.0	22	16	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	16	10	
KEFALLINIA	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	12	50.0	12	8	
<b>TOTAL KEFALLINIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>6.1</b>	<b>36.4</b>	<b>24.2</b>	<b>12.1</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>29</b>	<b>50.0</b>	<b>18</b>	<b>34</b>	
KOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
KOS	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	23.5	23.5	29.4	5.9	0.0	0.0	0.0	0.0	0.0	25	100.0	1	8	
<b>TOTAL KOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>28.0</b>	<b>28.0</b>	<b>28.0</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>25</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	80	0.0	0	0	
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</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>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	12.5	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	77.8	8	9	
RHODES	TUI AIRWAYS LTD	C	25	0	0	0.0	8.0	16.0	32.0	20.0	24.0	0.0	0.0	0.0	0.0	0.0	41	47.1	76	17	
<b>TOTAL RHODES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>9.1</b>	<b>15.2</b>	<b>27.3</b>	<b>21.2</b>	<b>21.2</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>52</b>	<b>26</b>	
SKIATHOS	THOMAS COOK AIRLINES 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	2	75.0	12	4	
SKIATHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL SKIATHOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>12</b>	<b>4</b>	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	2	8	
<b>TOTAL THIRA (SANTORINI)</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>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>26</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	38	12.5	28	8	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	34	0	0	2.9	8.8	17.6	29.4	23.5	11.8	5.9	0.0	0.0	0.0	0.0	35	84.6	6	26	
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	0.0	0.0	42.3	26.9	11.5	19.2	0.0	0.0	0.0	0.0	0.0	30	72.2	10	18	
<b>TOTAL ZAKINTHOS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>4.4</b>	<b>27.9</b>	<b>27.9</b>	<b>17.6</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>34</b>	<b>69.2</b>	<b>11</b>	<b>52</b>	
<b>TOTAL GREECE</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>9.0</b>	<b>28.7</b>	<b>26.1</b>	<b>16.5</b>	<b>14.2</b>	<b>1.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>64.8</b>	<b>20</b>	<b>261</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	26	0	0	0.0	3.8	26.9	19.2	30.8	15.4	3.8	0.0	0.0	0.0	0.0	41	42.3	38	26	
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>26.9</b>	<b>19.2</b>	<b>30.8</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>41</b>	<b>42.3</b>	<b>38</b>	<b>26</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>26.9</b>	<b>19.2</b>	<b>30.8</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>41</b>	<b>42.3</b>	<b>38</b>	<b>26</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	9	14
<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>78.6</b>	<b>9</b>	<b>14</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>78.6</b>	<b>9</b>	<b>14</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	STOBART AIR	S	58	0	2	3.3	45.0	36.7	1.7	6.7	0.0	0.0	3.3	0.0	0.0	3.3	15	76.7	10	60
<b>TOTAL CORK</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>45.0</b>	<b>36.7</b>	<b>1.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>15</b>	<b>76.7</b>	<b>10</b>	<b>60</b>
<b>DUBLIN</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>DUBLIN</b>	RYANAIR	S	172	0	0	0.6	15.7	39.0	20.3	15.1	6.4	1.7	0.6	0.6	0.0	0.0	25	60.8	16	120
<b>DUBLIN</b>	STOBART AIR	S	180	0	0	0.6	20.0	41.1	20.0	11.7	5.6	1.1	0.0	0.0	0.0	0.0	18	78.0	12	200
<b>TOTAL DUBLIN</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>17.9</b>	<b>40.1</b>	<b>20.2</b>	<b>13.4</b>	<b>6.0</b>	<b>1.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>71.7</b>	<b>14</b>	<b>321</b>
<b>IRELAND WEST(KNOCK)</b>	RYANAIR	S	26	0	0	0.0	19.2	26.9	7.7	15.4	30.8	0.0	0.0	0.0	0.0	0.0	39	61.5	21	26
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>26.9</b>	<b>7.7</b>	<b>15.4</b>	<b>30.8</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>61.5</b>	<b>21</b>	<b>26</b>
<b>SHANNON</b>	RYANAIR	S	16	0	0	18.8	31.3	18.8	12.5	6.3	0.0	12.5	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL SHANNON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>18.8</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>452</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>22.0</b>	<b>38.1</b>	<b>16.7</b>	<b>12.3</b>	<b>6.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>71.7</b>	<b>14</b>	<b>407</b>
<b>ITALY</b>																				
<b>BERGAMO</b>	RYANAIR	S	26	0	0	3.8	11.5	11.5	3.8	19.2	23.1	19.2	7.7	0.0	0.0	0.0	81	53.8	23	26
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>19.2</b>	<b>23.1</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>81</b>	<b>53.8</b>	<b>23</b>	<b>26</b>
<b>BOLOGNA</b>	RYANAIR	S	14	0	2	0.0	18.8	25.0	12.5	6.3	12.5	6.3	6.3	0.0	0.0	12.5	55	18.8	26	16
<b>TOTAL BOLOGNA</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>55</b>	<b>18.8</b>	<b>26</b>	<b>16</b>
<b>CATANIA (FONTANAROSSA)</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	27.8	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	88.9	5	18
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
<b>FLORENCE</b>	BRITISH AIRWAYS PLC	S	10	0	0	0.0	10.0	0.0	0.0	20.0	40.0	10.0	20.0	0.0	0.0	0.0	101	0.0	67	7
<b>TOTAL FLORENCE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</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>101</b>	<b>0.0</b>	<b>67</b>	<b>7</b>
<b>GENOA</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	27.8	38.9	0.0	11.1	0.0	5.6	5.6	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL GENOA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</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>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MILAN (MALPENSA)</b>	BMI REGIONAL	S	16	0	2	0.0	0.0	5.6	22.2	16.7	33.3	5.6	5.6	0.0	0.0	11.1	73	53.5	30	43
<b>TOTAL MILAN (MALPENSA)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>16.7</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>73</b>	<b>53.5</b>	<b>30</b>	<b>43</b>
<b>NAPLES</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	11.5	42.3	23.1	0.0	11.5	11.5	0.0	0.0	0.0	0.0	32	76.9	11	26
<b>NAPLES</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	23.5	41.2	17.6	5.9	0.0	11.8	0.0	0.0	0.0	0.0	27	66.7	13	18
<b>TOTAL NAPLES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.3</b>	<b>41.9</b>	<b>20.9</b>	<b>2.3</b>	<b>7.0</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>72.7</b>	<b>12</b>	<b>44</b>
<b>OLBIA</b>	BMI REGIONAL	C	10	0	0	0.0	0.0	10.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	70	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	11.5	15.4	30.8	30.8	3.8	7.7	0.0	0.0	0.0	0.0	39	54.5	29	22	
<b>TOTAL OLBIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>13.9</b>	<b>30.6</b>	<b>27.8</b>	<b>8.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>54.5</b>	<b>29</b>	<b>22</b>	
PISA	EASYJET AIRLINE COMPANY LTD	S	58	0	2	0.0	6.7	35.0	16.7	18.3	16.7	3.3	0.0	0.0	0.0	3.3	34	46.0	26	50	
<b>TOTAL PISA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.7</b>	<b>35.0</b>	<b>16.7</b>	<b>18.3</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>34</b>	<b>46.0</b>	<b>26</b>	<b>50</b>	
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	58	0	2	0.0	13.3	36.7	18.3	11.7	13.3	3.3	0.0	0.0	0.0	3.3	29	48.3	23	60	
ROME (FIUMICINO)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL ROME (FIUMICINO)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>13.3</b>	<b>36.7</b>	<b>18.3</b>	<b>11.7</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>29</b>	<b>50.0</b>	<b>23</b>	<b>62</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	53	0	2	1.8	25.5	20.0	12.7	20.0	9.1	3.6	3.6	0.0	0.0	3.6	34	64.6	24	48	
VENICE	RYANAIR	S	34	0	0	0.0	5.9	41.2	5.9	32.4	11.8	2.9	0.0	0.0	0.0	0.0	33	64.7	17	34	
<b>TOTAL VENICE</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>18.0</b>	<b>28.1</b>	<b>10.1</b>	<b>24.7</b>	<b>10.1</b>	<b>3.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>34</b>	<b>64.6</b>	<b>21</b>	<b>82</b>	
VERONA VILLAFRANCA	NEOS SPA	C	9	0	0	0.0	11.1	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>393</b>	<b>0</b>	<b>10</b>	<b>1.0</b>	<b>13.6</b>	<b>27.5</b>	<b>15.9</b>	<b>17.6</b>	<b>13.4</b>	<b>6.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>40</b>	<b>55.8</b>	<b>23</b>	<b>370</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	26	0	0	3.8	19.2	50.0	7.7	11.5	7.7	0.0	0.0	0.0	0.0	0.0	16	75.0	10	24	
<b>TOTAL KAUNAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>50.0</b>	<b>7.7</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>16</b>	<b>75.0</b>	<b>10</b>	<b>24</b>	
<b>TOTAL LITHUANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>50.0</b>	<b>7.7</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>16</b>	<b>75.0</b>	<b>10</b>	<b>24</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	C	8	0	0	0.0	12.5	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	42	62.5	18	8	
MALTA	RYANAIR	S	22	0	2	8.3	33.3	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	4	88.5	5	26	
MALTA	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	36	60.0	15	10	
<b>TOTAL MALTA</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>22.5</b>	<b>40.0</b>	<b>10.0</b>	<b>7.5</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>19</b>	<b>77.3</b>	<b>10</b>	<b>44</b>	
<b>TOTAL MALTA</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>22.5</b>	<b>40.0</b>	<b>10.0</b>	<b>7.5</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>19</b>	<b>77.3</b>	<b>10</b>	<b>44</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	7	0	0	0.0	14.3	28.6	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	33	71.4	17	7	
<b>TOTAL CANCUN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>28.6</b>	<b>14.3</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>33</b>	<b>71.4</b>	<b>17</b>	<b>7</b>	
<b>TOTAL MEXICO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>28.6</b>	<b>14.3</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>33</b>	<b>71.4</b>	<b>17</b>	<b>7</b>	
<b>MOROCCO</b>																					
MARRAKESH	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	87.5	5	8	
<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>87.5</b>	<b>5</b>	<b>8</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>87.5</b>	<b>5</b>	<b>8</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	102	0	0	0.0	14.7	33.3	20.6	20.6	5.9	2.0	2.9	0.0	0.0	0.0	30	56.7	23	90	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
AMSTERDAM	KLM	S	230	0	0	0.0	26.5	41.3	16.5	12.2	3.0	0.0	0.4	0.0	0.0	0.0	15	67.2	17	244	
<b>TOTAL AMSTERDAM</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>38.9</b>	<b>17.8</b>	<b>14.8</b>	<b>3.9</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.4</b>	<b>18</b>	<b>334</b>	
<b>TOTAL NETHERLANDS</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>38.9</b>	<b>17.8</b>	<b>14.8</b>	<b>3.9</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.4</b>	<b>18</b>	<b>334</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	20	0	0	0.0	10.0	50.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	36	55.6	16	18	
<b>TOTAL GDANSK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>55.6</b>	<b>16</b>	<b>18</b>	
KATOWICE	WIZZ AIR	S	22	0	0	4.5	27.3	31.8	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	30.0	43	20	
<b>TOTAL KATOWICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>31.8</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>0.0</b>	<b>15</b>	<b>30.0</b>	<b>43</b>	<b>20</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	5.9	58.8	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	11	36	
KRAKOW	RYANAIR	S	26	0	0	3.8	23.1	46.2	11.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	96.2	3	26	
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.3</b>	<b>53.3</b>	<b>18.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.3</b>	<b>8</b>	<b>62</b>	
POZNAN	RYANAIR	S	16	0	0	0.0	31.3	43.8	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	18	16	
<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>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>87.5</b>	<b>18</b>	<b>16</b>	
RZESZOW	RYANAIR	S	16	0	2	0.0	5.6	33.3	11.1	22.2	16.7	0.0	0.0	0.0	0.0	11.1	29	83.3	8	18	
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</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>11.1</b>	<b>29</b>	<b>83.3</b>	<b>8</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	0.0	0	66.7	13	18	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	34	0	0	8.8	29.4	35.3	11.8	8.8	2.9	0.0	2.9	0.0	0.0	0.0	20	64.7	14	34	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.4</b>	<b>35.3</b>	<b>11.8</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.7</b>	<b>14</b>	<b>34</b>	
WROCLAW	RYANAIR	S	16	0	0	0.0	37.5	25.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	81.3	11	16	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>11</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>20.4</b>	<b>41.9</b>	<b>14.0</b>	<b>14.0</b>	<b>4.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>70.8</b>	<b>15</b>	<b>202</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	139	0	1	0.0	20.0	37.9	15.7	14.3	10.7	0.0	0.0	0.7	0.0	0.7	28	59.6	19	136	
FARO	RYANAIR	S	60	0	0	5.0	25.0	38.3	13.3	8.3	6.7	3.3	0.0	0.0	0.0	0.0	19	61.7	22	60	
FARO	TUI AIRWAYS LTD	C	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	32	75.0	11	8	
<b>TOTAL FARO</b>			<b>207</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>22.1</b>	<b>38.0</b>	<b>14.4</b>	<b>12.0</b>	<b>9.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>60.8</b>	<b>20</b>	<b>204</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	42	0	0	0.0	2.4	40.5	33.3	11.9	7.1	4.8	0.0	0.0	0.0	0.0	28	65.9	14	44	
<b>TOTAL LISBON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.4</b>	<b>40.5</b>	<b>33.3</b>	<b>11.9</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>28</b>	<b>65.9</b>	<b>14</b>	<b>44</b>	
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	24	0	2	0.0	19.2	30.8	3.8	15.4	19.2	0.0	3.8	0.0	0.0	7.7	37	57.7	25	26	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>3.8</b>	<b>15.4</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>37</b>	<b>57.7</b>	<b>25</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>273</b>	<b>0</b>	<b>3</b>	<b>1.1</b>	<b>18.8</b>	<b>37.7</b>	<b>16.3</b>	<b>12.3</b>	<b>10.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.1</b>	<b>27</b>	<b>61.3</b>	<b>19</b>	<b>274</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	31.3	25.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	27	18	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</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>11</b>	<b>61.1</b>	<b>27</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>25.0</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>11</b>	<b>61.1</b>	<b>27</b>	<b>18</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	18	0	0	0.0	5.6	11.1	5.6	16.7	55.6	5.6	0.0	0.0	0.0	0.0	63	62.5	21	16	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>16.7</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>63</b>	<b>62.5</b>	<b>21</b>	<b>16</b>	
<b>TOTAL ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>16.7</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>63</b>	<b>62.5</b>	<b>21</b>	<b>16</b>	
<b>SLOVAK REPUBLIC</b>																					
KOSICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	12	
<b>TOTAL KOSICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>18</b>	<b>12</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>18</b>	<b>12</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	118	0	2	0.8	15.8	42.5	20.8	5.8	10.8	1.7	0.0	0.0	1.7	22	59.2	21	120		
ALICANTE	RYANAIR	S	71	0	0	1.4	16.9	26.8	8.5	22.5	11.3	9.9	2.8	0.0	0.0	0.0	43	57.1	26	70	
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	20.0	10.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	8	37.5	31	8		
<b>TOTAL ALICANTE</b>			<b>199</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>15.9</b>	<b>37.3</b>	<b>15.9</b>	<b>11.9</b>	<b>10.4</b>	<b>4.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>29</b>	<b>57.6</b>	<b>23</b>	<b>198</b>	
ALMERIA	THOMAS COOK AIRLINES LTD	S	10	0	0	20.0	30.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	8		
<b>TOTAL ALMERIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
ASTURIAS	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	64	1		
<b>TOTAL ASTURIAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>64</b>	<b>1</b>		
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	118	0	2	2.5	16.7	36.7	12.5	20.0	7.5	2.5	0.0	0.0	1.7	24	50.8	22	120		
BARCELONA	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	3		
<b>TOTAL BARCELONA</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>16.7</b>	<b>36.7</b>	<b>12.5</b>	<b>20.0</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>49.6</b>	<b>22</b>	<b>123</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	24	0	0	0.0	20.8	41.7	16.7	12.5	8.3	0.0	0.0	0.0	0.0	16	55.6	32	18		
<b>TOTAL BILBAO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>41.7</b>	<b>16.7</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>55.6</b>	<b>32</b>	<b>18</b>	
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	13	16		
<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</b>	<b>68.8</b>	<b>13</b>	<b>16</b>		
GIRONA	RYANAIR	S	42	0	0	0.0	14.3	19.0	28.6	11.9	19.0	7.1	0.0	0.0	0.0	41	50.0	29	44		
GIRONA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
GIRONA	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	22	62.5	20	8		
<b>TOTAL GIRONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.3</b>	<b>21.7</b>	<b>23.3</b>	<b>11.7</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>51.9</b>	<b>28</b>	<b>52</b>		
IBIZA	BRITISH AIRWAYS PLC	S	7	0	2	0.0	0.0	11.1	0.0	0.0	66.7	0.0	0.0	0.0	0.0	22.2	82	37.5	21	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
IBIZA	EASYJET AIRLINE COMPANY LTD	S	25	0	0	4.0	24.0	24.0	12.0	12.0	20.0	4.0	0.0	0.0	0.0	0.0	31	66.7	22	24
IBIZA	RYANAIR	S	26	0	0	3.8	11.5	46.2	23.1	7.7	0.0	0.0	7.7	0.0	0.0	0.0	28	65.4	18	26
IBIZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	8	8
IBIZA	TUI AIRWAYS LTD	C	34	0	0	5.9	32.4	29.4	2.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	15	82.4	8	34
<b>TOTAL IBIZA</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>22.5</b>	<b>31.4</b>	<b>10.8</b>	<b>15.7</b>	<b>10.8</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>27</b>	<b>71.0</b>	<b>15</b>	<b>100</b>
MADRID	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	44.4	26	9
MADRID	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	0	2
MADRID	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	20.0	65	5
MADRID	EASYJET AIRLINE COMPANY LTD	S	58	0	1	10.2	28.8	23.7	11.9	18.6	1.7	3.4	0.0	0.0	0.0	1.7	20	51.6	33	61
MADRID	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	22	2
MADRID	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	66.7	12	12
MADRID	IBERIA 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	70.0	13	10
MADRID	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	3	2
MADRID	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	23	2
MADRID	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	9	2
MADRID	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	100.0	12	2
MADRID	TRANSAVIA FRANCE	C	0	0	0	0.0	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
MADRID	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	10
<b>TOTAL MADRID</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>10.2</b>	<b>28.8</b>	<b>23.7</b>	<b>11.9</b>	<b>18.6</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>20</b>	<b>51.2</b>	<b>28</b>	<b>120</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	36	0	0	0.0	19.4	27.8	19.4	19.4	11.1	2.8	0.0	0.0	0.0	0.0	27	52.8	27	36
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	50.0	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	104	83.3	9	18
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	44.4	27.8	5.6	22.2	0.0	0.0	0.0	0.0	0.0	27	66.7	16	18
<b>TOTAL MAHON</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.9</b>	<b>37.5</b>	<b>19.4</b>	<b>13.9</b>	<b>11.1</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>63.9</b>	<b>20</b>	<b>72</b>
MALAGA	BRITISH AIRWAYS PLC	S	19	0	0	0.0	10.5	15.8	10.5	36.8	15.8	5.3	5.3	0.0	0.0	0.0	51	50.0	18	8
MALAGA	EASYJET AIRLINE COMPANY LTD	S	129	0	2	5.3	19.8	35.1	16.8	9.9	10.7	0.8	0.0	0.0	0.0	1.5	20	67.5	25	120
MALAGA	RYANAIR	S	68	0	0	1.5	17.6	44.1	13.2	11.8	8.8	2.9	0.0	0.0	0.0	0.0	22	64.7	21	68
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	18.8	43.8	12.5	6.3	0.0	0.0	6.3	0.0	0.0	47	55.6	14	18
<b>TOTAL MALAGA</b>			<b>232</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>17.9</b>	<b>35.0</b>	<b>17.1</b>	<b>12.8</b>	<b>10.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>25</b>	<b>65.0</b>	<b>22</b>	<b>214</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	60	0	0	5.0	18.3	66.7	8.3	0.0	0.0	0.0	1.7	0.0	0.0	0.0	9	80.0	12	60
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>18.3</b>	<b>66.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>12</b>	<b>60</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	40.0	28	5
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	10	0	0	0.0	0.0	10.0	10.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	59	75.0	17	8
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	138	0	2	2.1	15.7	34.3	20.0	12.1	7.9	2.1	4.3	0.0	0.0	1.4	33	39.8	32	128

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	
PALMA DE MALLORCA	RYANAIR	S	78	0	0	2.6	21.8	35.9	12.8	17.9	9.0	0.0	0.0	0.0	0.0	0.0	21	67.1	19	76	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	26.9	26.9	3.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	24	83.3	6	24	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	45	0	0	2.2	31.1	40.0	13.3	4.4	6.7	0.0	2.2	0.0	0.0	0.0	17	56.3	14	32	
<b>TOTAL PALMA DE MALLORCA</b>			<b>297</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>20.1</b>	<b>34.1</b>	<b>15.4</b>	<b>14.0</b>	<b>10.0</b>	<b>1.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>27</b>	<b>54.2</b>	<b>23</b>	<b>273</b>	
REUS	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	31.3	49	16	
REUS	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	19	8	
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>41.7</b>	<b>39</b>	<b>24</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	22.2	16.7	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>27.8</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>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	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	
VALENCIA	RYANAIR	S	18	0	0	0.0	5.6	66.7	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>66.7</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL SPAIN</b>			<b>1276</b>	<b>0</b>	<b>11</b>	<b>3.1</b>	<b>18.8</b>	<b>35.8</b>	<b>15.3</b>	<b>13.7</b>	<b>9.2</b>	<b>2.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>59.0</b>	<b>22</b>	<b>1280</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	7	16	
ARRECIFE	RYANAIR	S	26	0	0	7.7	42.3	26.9	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	96.2	3	26	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	11.1	0.0	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	37	90.9	94	11	
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	17.6	5.9	11.8	41.2	5.9	0.0	0.0	0.0	0.0	51	83.3	6	18	
<b>TOTAL ARRECIFE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>25.7</b>	<b>25.7</b>	<b>14.3</b>	<b>18.6</b>	<b>11.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>90.1</b>	<b>19</b>	<b>71</b>	
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	33.3	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	68.8	14	16	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.4	7	7	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>38.5</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.6</b>	<b>12</b>	<b>23</b>	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	11.1	72.2	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	72.2	10	18	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	90.0	4	10	
LAS PALMAS	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	18	
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>14.3</b>	<b>64.3</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.3</b>	<b>9</b>	<b>46</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	32	0	0	3.1	25.0	46.9	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	65.6	29	32	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	0.0	15.4	53.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	88.5	5	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	44.4	5.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	22	66.7	13	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	50.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	22	90.0	8	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>18.1</b>	<b>48.9</b>	<b>13.8</b>	<b>10.6</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>15</b>	<b>75.6</b>	<b>16</b>	<b>86</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>20.3</b>	<b>43.5</b>	<b>13.4</b>	<b>12.1</b>	<b>7.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.1</b>	<b>15</b>	<b>226</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>SWEDEN</b>																					
<b>GOTEBORG (LANDVETTER)</b>	BMI REGIONAL	S	17	0	1	11.1	38.9	22.2	5.6	5.6	5.6	0.0	5.6	0.0	0.0	5.6	20	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</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>5.6</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>STOCKHOLM (ARLANDA)</b>	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	31.3	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>35.3</b>	<b>32.4</b>	<b>11.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	26.5	29.4	20.6	14.7	5.9	2.9	0.0	0.0	0.0	0.0	22	64.7	23	34	
<b>TOTAL BALE MULHOUSE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>29.4</b>	<b>20.6</b>	<b>14.7</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>22</b>	<b>64.7</b>	<b>23</b>	<b>34</b>	
<b>GENEVA</b>	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	6	2	
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	80	0	6	0.0	3.5	25.6	26.7	20.9	11.6	3.5	1.2	0.0	0.0	7.0	39	37.0	33	92	
<b>TOTAL GENEVA</b>			<b>80</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>3.5</b>	<b>25.6</b>	<b>26.7</b>	<b>20.9</b>	<b>11.6</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>39</b>	<b>38.3</b>	<b>32</b>	<b>94</b>	
<b>ZURICH</b>	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL ZURICH</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>115</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>9.9</b>	<b>26.4</b>	<b>24.8</b>	<b>19.8</b>	<b>9.9</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>34</b>	<b>45.3</b>	<b>30</b>	<b>128</b>	
<b>TUNISIA</b>																					
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	8	
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	35	0	0	0.0	11.4	42.9	17.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	28	93.8	6	16	
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	30.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>40.0</b>	<b>17.8</b>	<b>17.8</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>28</b>	<b>83.3</b>	<b>9</b>	<b>24</b>	
<b>BODRUM (MILAS)</b>	EASYJET AIRLINE COMPANY LTD	S	25	0	0	0.0	4.0	12.0	20.0	52.0	12.0	0.0	0.0	0.0	0.0	0.0	38	69.2	19	26	
<b>BODRUM (MILAS)</b>	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	42	10	
<b>BODRUM (MILAS)</b>	TUI AIRWAYS LTD	C	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	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.0</b>	<b>21.2</b>	<b>21.2</b>	<b>45.5</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>35</b>	<b>61.1</b>	<b>25</b>	<b>36</b>	
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	0	0.0	4.2	16.7	33.3	20.8	25.0	0.0	0.0	0.0	0.0	0.0	45	75.0	16	24	
<b>DALAMAN</b>	FREEBIRD AIRLINES	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	19	100.0	3	10	
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	45	0	0	6.7	6.7	17.8	20.0	13.3	28.9	4.4	2.2	0.0	0.0	0.0	44	65.4	17	26	
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	33.3	0.0	44.4	22.2	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 DALAMAN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>4.7</b>	<b>23.3</b>	<b>20.9</b>	<b>19.8</b>	<b>24.4</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>14</b>	<b>60</b>
<b>IZMIR (ADNAN MENDERES)</b>	EASYJET AIRLINE COMPANY 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	134	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</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>134</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>6.1</b>	<b>27.3</b>	<b>20.0</b>	<b>24.2</b>	<b>18.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>72.5</b>	<b>16</b>	<b>120</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	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	0	1	
<b>ABERDEEN</b>	BMI REGIONAL	S	44	0	0	6.8	36.4	38.6	11.4	4.5	0.0	2.3	0.0	0.0	0.0	9	40.3	37	56	
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>36.4</b>	<b>38.6</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>41.3</b>	<b>36</b>	<b>57</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	144	0	0	0.7	19.4	28.5	18.1	24.3	9.0	0.0	0.0	0.0	0.0	24	62.2	28	148	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>19.4</b>	<b>28.5</b>	<b>18.1</b>	<b>24.3</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>62.2</b>	<b>28</b>	<b>148</b>	
<b>BIRMINGHAM</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	5		
<b>BIRMINGHAM</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	80	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</b>	<b>50.0</b>	<b>27</b>	<b>6</b>	
<b>CARDIFF WALES</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	100.0	0	1		
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>CITY OF DERRY (EGLINTON)</b>	BMI REGIONAL	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DONCASTER SHEFFIELD</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<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>100.0</b>	<b>0</b>	<b>1</b>	
<b>EAST MIDLANDS INTERNATIONAL</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1		
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>36</b>	<b>1</b>	
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	204	0	7	2.8	20.4	31.8	12.8	14.7	10.9	0.9	1.9	0.5	0.0	3.3	31	72.7	19	216
<b>TOTAL EDINBURGH</b>			<b>204</b>	<b>0</b>	<b>7</b>	<b>2.8</b>	<b>20.4</b>	<b>31.8</b>	<b>12.8</b>	<b>14.7</b>	<b>10.9</b>	<b>0.9</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>3.3</b>	<b>31</b>	<b>72.7</b>	<b>19</b>	<b>216</b>
<b>GATWICK</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	76	2		
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>76</b>	<b>2</b>	
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	164	0	4	1.2	29.2	22.0	10.7	19.6	13.1	0.6	1.2	0.0	0.0	2.4	28	55.2	26	172
<b>TOTAL GLASGOW</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>29.2</b>	<b>22.0</b>	<b>10.7</b>	<b>19.6</b>	<b>13.1</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>28</b>	<b>55.2</b>	<b>26</b>	<b>172</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	60	0	0	5.0	48.3	28.3	10.0	1.7	6.7	0.0	0.0	0.0	0.0	10	88.5	6	52	
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>48.3</b>	<b>28.3</b>	<b>10.0</b>	<b>1.7</b>	<b>6.7</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>6</b>	<b>52</b>	
<b>HAWARDEN</b>	EASTERN AIRWAYS	C	41	0	0	9.8	58.5	24.4	2.4	0.0	2.4	0.0	2.4	0.0	0.0	9	95.7	3	46	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 HAWARDEN</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>58.5</b>	<b>24.4</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>95.7</b>	<b>3</b>	<b>46</b>	
<b>INVERNESS</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	2	1.7	13.3	38.3	18.3	15.0	6.7	3.3	0.0	0.0	0.0	3.3	26	53.3	24	60	
<b>TOTAL INVERNESS</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>13.3</b>	<b>38.3</b>	<b>18.3</b>	<b>15.0</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>26</b>	<b>53.3</b>	<b>24</b>	<b>60</b>	
<b>ISLE OF MAN</b>	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	0.0	0	0	
<b>ISLE OF MAN</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	29.4	32.4	20.6	14.7	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	28	26	
<b>TOTAL ISLE OF MAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>28.6</b>	<b>34.3</b>	<b>20.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>28</b>	<b>26</b>	
<b>JERSEY</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	5	1	
<b>JERSEY</b>	FLYBE LTD	S	70	0	0	4.3	38.6	40.0	4.3	7.1	5.7	0.0	0.0	0.0	0.0	0.0	10	90.0	7	70	
<b>TOTAL JERSEY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>38.6</b>	<b>40.0</b>	<b>4.3</b>	<b>7.1</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>10</b>	<b>90.1</b>	<b>7</b>	<b>71</b>	
<b>LIVERPOOL (JOHN LENNON)</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	7	1	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
<b>LUTON</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>MANCHESTER</b>	BMI REGIONAL	S	3	0	0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	77	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NEWCASTLE</b>	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	17	0.0	76	2	
<b>NEWCASTLE</b>	EASYJET AIRLINE COMPANY LTD	S	118	0	2	1.7	27.5	27.5	13.3	18.3	6.7	1.7	1.7	0.0	0.0	1.7	24	60.4	16	96	
<b>TOTAL NEWCASTLE</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>27.0</b>	<b>27.9</b>	<b>13.9</b>	<b>18.0</b>	<b>6.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>59.2</b>	<b>17</b>	<b>98</b>	
<b>NEWQUAY</b>	BMI REGIONAL	S	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	68	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>STANSTED</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
<b>STANSTED</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	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>49</b>	<b>2</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>951</b>	<b>0</b>	<b>15</b>	<b>2.8</b>	<b>27.7</b>	<b>29.9</b>	<b>12.6</b>	<b>15.0</b>	<b>8.4</b>	<b>0.8</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>65.6</b>	<b>21</b>	<b>962</b>	
<b>Unknown</b>																					
<b>Unknown</b>	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	37.5	30	8	
<b>Unknown</b>	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	57.1	23	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>46.7</b>	<b>27</b>	<b>15</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>46.7</b>	<b>27</b>	<b>15</b>	
<b>USA</b>																					
<b>SANFORD</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	71.4	10	7	
<b>TOTAL SANFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>71.4</b>	<b>10</b>	<b>7</b>	
<b>TOTAL USA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>71.4</b>	<b>10</b>	<b>7</b>	

<b>TOTAL BRISTOL</b>	<b>6364</b>	<b>0</b>	<b>101</b>	<b>2.4</b>	<b>18.9</b>	<b>33.7</b>	<b>15.9</b>	<b>15.2</b>	<b>9.2</b>	<b>2.0</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>61.0</b>	<b>22</b>	<b>6196</b>
----------------------	-------------	----------	------------	------------	-------------	-------------	-------------	-------------	------------	------------	------------	------------	------------	------------	-----------	-------------	-----------	-------------

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
SALZBURG	FLYBE LTD	S	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		
<b>TOTAL SALZBURG</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL AUSTRIA</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>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	8		
BURGAS	THOMAS COOK AIRLINES LTD	C	9	0	0	0.0	11.1	11.1	33.3	0.0	44.4	0.0	0.0	0.0	0.0	47	25.0	68	8		
BURGAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	5	8		
<b>TOTAL BURGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>36.0</b>	<b>20.0</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>21</b>	<b>70.8</b>	<b>26</b>	<b>24</b>		
<b>TOTAL BULGARIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>36.0</b>	<b>20.0</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>21</b>	<b>70.8</b>	<b>26</b>	<b>24</b>		
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	49	37.5	50	8		
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	8		
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</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>33</b>	<b>68.8</b>	<b>25</b>	<b>16</b>		
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	16	9		
<b>TOTAL PAPHOS</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>13</b>	<b>60.0</b>	<b>16</b>	<b>9</b>		
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>29.2</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>26</b>	<b>65.4</b>	<b>22</b>	<b>25</b>		
<b>FRANCE</b>																					
LYON	AIR FRANCE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	74	2		
<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</b>	<b>50.0</b>	<b>74</b>	<b>2</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	100.0	0	1		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	86	0	0	0.0	30.2	36.0	15.1	14.0	1.2	3.5	0.0	0.0	0.0	17	71.7	14	60		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.2</b>	<b>36.0</b>	<b>15.1</b>	<b>14.0</b>	<b>1.2</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.1</b>	<b>13</b>	<b>61</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	0.0	59	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</b>	<b>0.0</b>	<b>59</b>	<b>1</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	100.0	0	1		
<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</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL FRANCE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.2</b>	<b>36.0</b>	<b>15.1</b>	<b>14.0</b>	<b>1.2</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.8</b>	<b>16</b>	<b>65</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	16	0	0	12.5	31.3	25.0	6.3	6.3	18.8	0.0	0.0	0.0	0.0	22	80.8	15	26		
<b>TOTAL BERLIN (TEGEL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</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>22</b>	<b>80.8</b>	<b>15</b>	<b>26</b>		
DUSSELDORF	FLYBE LTD	S	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8		
<b>TOTAL DUSSELDORF</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</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>2</b>	<b>100.0</b>	<b>3</b>	<b>8</b>		
HAHN	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	190	1		
<b>TOTAL HAHN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>190</b>	<b>1</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
MUNICH	FLYBE LTD	S	18	0	0	0.0	11.1	44.4	11.1	11.1	11.1	5.6	5.6	0.0	0.0	0.0	43	92.3	6	26	
<b>TOTAL MUNICH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</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>43</b>	<b>92.3</b>	<b>6</b>	<b>26</b>	
<b>TOTAL GERMANY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>27.3</b>	<b>36.4</b>	<b>6.8</b>	<b>6.8</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>26</b>	<b>86.9</b>	<b>12</b>	<b>61</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	7	10	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</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>90.0</b>	<b>7</b>	<b>10</b>	
HERAKLION	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	12	8	
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</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>14</b>	<b>87.5</b>	<b>12</b>	<b>8</b>	
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	7	8	
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>16</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
KOS	TUI AIRWAYS LTD	C	9	0	0	11.1	0.0	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	37	87.5	3	8	
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>22.2</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>37</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
RHODES	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	12.5	25.0	25.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	42	37.5	36	8	
RHODES	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	24	12.5	40	8	
<b>TOTAL RHODES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</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>33</b>	<b>25.0</b>	<b>38</b>	<b>16</b>	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	16	0	0	0.0	12.5	43.8	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	18	18	
ZAKINTHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	24	75.0	7	8	
<b>TOTAL ZAKINTHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>45.8</b>	<b>20.8</b>	<b>20.8</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>20</b>	<b>61.5</b>	<b>15</b>	<b>26</b>	
<b>TOTAL GREECE</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>16.0</b>	<b>32.0</b>	<b>25.3</b>	<b>14.7</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>23</b>	<b>65.8</b>	<b>16</b>	<b>76</b>	
<b>IRISH REPUBLIC</b>																					
CORK	FLYBE LTD	S	16	0	0	6.3	37.5	25.0	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	21	100.0	2	18	
<b>TOTAL CORK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>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>21</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
DUBLIN	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1	
DUBLIN	FLYBE LTD	S	122	0	6	0.8	27.3	38.3	10.2	10.9	3.9	3.9	0.0	0.0	0.0	4.7	19	86.6	6	112	
<b>TOTAL DUBLIN</b>			<b>122</b>	<b>0</b>	<b>6</b>	<b>0.8</b>	<b>27.3</b>	<b>38.3</b>	<b>10.2</b>	<b>10.9</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>19</b>	<b>85.8</b>	<b>7</b>	<b>113</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>138</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>28.5</b>	<b>36.8</b>	<b>10.4</b>	<b>10.4</b>	<b>4.9</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>20</b>	<b>87.8</b>	<b>6</b>	<b>131</b>	
<b>ITALY</b>																					
BERGAMO	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BERGAMO	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	50.0	44	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>66.7</b>	<b>29</b>	<b>3</b>	
BOLOGNA	ALITALIA (CAI)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
<b>TOTAL BOLOGNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
CATANIA (FONTANAROSSA)	ALITALIA (CAI)	C	0	0	0	0.0	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 CATANIA (FONTANAROSSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MILAN (MALPENSA)	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	45	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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)	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	58	3
MILAN (MALPENSA)	ALITALIA (CAI)	C	0	0	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
MILAN (MALPENSA)	ASTRA 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	85	2
MILAN (MALPENSA)	BLUE PANORAMA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	60	4
MILAN (MALPENSA)	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	38	2
MILAN (MALPENSA)	CSA CZECH 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	38	2
MILAN (MALPENSA)	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	12	2
MILAN (MALPENSA)	ERNEST 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	99	2
MILAN (MALPENSA)	FLYBE LTD	S	24	0	2	0.0	3.8	53.8	15.4	15.4	3.8	0.0	0.0	0.0	0.0	7.7	19	50.0	20	34
MILAN (MALPENSA)	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	32	2
MILAN (MALPENSA)	PROAIR AVIATION	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	79	0.0	0	0
MILAN (MALPENSA)	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	30	6
<b>TOTAL MILAN (MALPENSA)</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.7</b>	<b>51.9</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>7.4</b>	<b>21</b>	<b>44.8</b>	<b>31</b>	<b>67</b>
PISA	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 PISA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
ROME (FIUMICINO)	ALITALIA (CAI)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	4
ROME (FIUMICINO)	FLYBE LTD	S	18	0	0	0.0	0.0	38.9	27.8	5.6	16.7	11.1	0.0	0.0	0.0	0.0	42	37.5	30	16
ROME (FIUMICINO)	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	50.0	3	1
ROME (FIUMICINO)	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.5	32	11
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</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>42</b>	<b>42.4</b>	<b>32</b>	<b>32</b>
TURIN	ALITALIA (CAI)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.8	47	24
TURIN	BLUE AIR TRANSPORT AERIAN	C	0	0	0	0.0	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
TURIN	ERNEST 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	112	2
TURIN	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	26	6
TURIN	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	4
<b>TOTAL TURIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>44</b>	<b>38</b>
VENICE	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
VENICE	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
VENICE	FLYBE LTD	S	18	0	0	0.0	27.8	38.9	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL VENICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>36.8</b>	<b>15.8</b>	<b>5.3</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>15</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
VERONA VILLAFRANCA	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	50.0	28	2
VERONA VILLAFRANCA	ALITALIA (CAI)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2
VERONA VILLAFRANCA	FLYBE LTD	S	18	0	0	0.0	0.0	27.8	11.1	22.2	38.9	0.0	0.0	0.0	0.0	0.0	47	56.3	36	16
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</b>	<b>38.9</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>50.0</b>	<b>37</b>	<b>20</b>
<b>TOTAL ITALY</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.5</b>	<b>40.2</b>	<b>17.1</b>	<b>12.2</b>	<b>17.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>30</b>	<b>46.4</b>	<b>34</b>	<b>167</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	169	0	2	1.8	49.1	28.7	13.5	5.3	0.0	0.6	0.0	0.0	0.0	1.2	7	86.5	9	176	
<b>TOTAL AMSTERDAM</b>			<b>169</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>49.1</b>	<b>28.7</b>	<b>13.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>86.5</b>	<b>9</b>	<b>176</b>	
<b>TOTAL NETHERLANDS</b>			<b>169</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>49.1</b>	<b>28.7</b>	<b>13.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>86.5</b>	<b>9</b>	<b>176</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	41	1	0	4.8	2.4	42.9	11.9	16.7	7.1	9.5	2.4	0.0	2.4	0.0	40	73.5	9	34	
FARO	RYANAIR	S	18	0	0	0.0	61.1	16.7	16.7	0.0	0.0	0.0	5.6	0.0	0.0	0.0	16	100.0	3	18	
FARO	TUI AIRWAYS LTD	C	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	18	100.0	3	10	
<b>TOTAL FARO</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>2.9</b>	<b>22.1</b>	<b>35.3</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>31</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>TOTAL PORTUGAL</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>2.9</b>	<b>22.1</b>	<b>35.3</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>31</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	52	0	0	40.4	34.6	15.4	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL DOHA HAMAD</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>40.4</b>	<b>34.6</b>	<b>15.4</b>	<b>9.6</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL QATAR</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>40.4</b>	<b>34.6</b>	<b>15.4</b>	<b>9.6</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	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	35	2	
<b>TOTAL BELGRADE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>35</b>	<b>2</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>35</b>	<b>2</b>	
<b>SPAIN</b>																					
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	68.8	11	16	
ALICANTE	VUELING AIRLINES	S	42	0	0	0.0	19.0	23.8	35.7	11.9	4.8	4.8	0.0	0.0	0.0	0.0	26	78.0	19	41	
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>31.7</b>	<b>10.0</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.4</b>	<b>17</b>	<b>57</b>	
BARCELONA	VUELING AIRLINES	S	26	0	0	0.0	3.8	61.5	11.5	3.8	19.2	0.0	0.0	0.0	0.0	0.0	27	85.3	7	34	
<b>TOTAL BARCELONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>61.5</b>	<b>11.5</b>	<b>3.8</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>27</b>	<b>85.3</b>	<b>7</b>	<b>34</b>	
IBIZA	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	62.5	45	8	
IBIZA	TUI AIRWAYS LTD	C	26	0	0	7.7	42.3	30.8	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	24	
<b>TOTAL IBIZA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</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>0.0</b>	<b>12</b>	<b>90.6</b>	<b>12</b>	<b>32</b>	
MADRID	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	0	2	
MADRID	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	54.5	47	11	
MADRID	IBERIA EXPRESS	S	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	18	
MADRID	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	26	6	
<b>TOTAL MADRID</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.1</b>	<b>20</b>	<b>37</b>	
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	100.0	1	10	
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	83.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	18	
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>83.3</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>5</b>	<b>92.9</b>	<b>3</b>	<b>28</b>	
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	68.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	11	18	
MALAGA	VUELING AIRLINES	S	42	0	0	4.8	31.0	50.0	2.4	11.9	0.0	0.0	0.0	0.0	0.0	0.0	9	84.1	6	44	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>22.4</b>	<b>55.2</b>	<b>8.6</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>0.0</b>	<b>9</b>	<b>83.9</b>	<b>7</b>	<b>62</b>	
PALMA DE MALLORCA	EUROWINGS LUFTVERKEHRS	C	8	0	0	12.5	0.0	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	25	8	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	26	0	0	3.8	26.9	38.5	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	10	70.8	30	24	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	46	0	0	4.3	37.0	45.7	10.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	86.0	7	43	
PALMA DE MALLORCA	VUELING AIRLINES	S	32	0	0	3.1	34.4	40.6	6.3	3.1	12.5	0.0	0.0	0.0	0.0	0.0	15	80.0	17	35	
<b>TOTAL PALMA DE MALLORCA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.3</b>	<b>41.1</b>	<b>14.3</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.4</b>	<b>16</b>	<b>110</b>	
REUS	THOMAS COOK AIRLINES LTD	C	9	0	0	0.0	33.3	11.1	0.0	11.1	44.4	0.0	0.0	0.0	0.0	0.0	40	22.2	56	9	
REUS	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	7	87.5	5	8	
<b>TOTAL REUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>0.0</b>	<b>11.8</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>52.9</b>	<b>32</b>	<b>17</b>	
<b>TOTAL SPAIN</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>24.0</b>	<b>45.1</b>	<b>15.1</b>	<b>7.7</b>	<b>4.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.1</b>	<b>14</b>	<b>377</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	30	60.0	17	10	
ARRECIFE	TUI AIRWAYS LTD	C	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	13	83.3	7	18	
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>37.5</b>	<b>16.7</b>	<b>20.8</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>19</b>	<b>75.0</b>	<b>11</b>	<b>28</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	8	
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</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>14</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	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	0	8	
TENERIFE (SURREINA SOFIA)	RYANAIR	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	13	100.0	4	10	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	18	0	0	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	18	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	4	100.0	2	9	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>40.9</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>91.1</b>	<b>8</b>	<b>45</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>28.2</b>	<b>41.0</b>	<b>15.4</b>	<b>9.0</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>11</b>	<b>86.4</b>	<b>8</b>	<b>81</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	0.0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	FREEBIRD AIRLINES	C	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
DALAMAN	THOMAS COOK AIRLINES LTD	C	18	0	0	16.7	0.0	38.9	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	32	8	
DALAMAN	TUI AIRWAYS LTD	C	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	45	88.9	4	18	
<b>TOTAL DALAMAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>4.5</b>	<b>38.6</b>	<b>18.2</b>	<b>18.2</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>25</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
<b>TOTAL TURKEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>3.2</b>	<b>32.3</b>	<b>25.8</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>29</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	14	0	5	0.0	15.8	31.6	5.3	10.5	5.3	5.3	0.0	0.0	0.0	26.3	29	78.9	10	19	
<b>TOTAL ABERDEEN</b>			<b>14</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>15.8</b>	<b>31.6</b>	<b>5.3</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.3</b>	<b>29</b>	<b>78.9</b>	<b>10</b>	<b>19</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	77	2	4	0.0	41.0	38.6	3.6	4.8	2.4	0.0	2.4	0.0	2.4	4.8	15	89.9	9	87
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>77</b>	<b>2</b>	<b>4</b>	<b>0.0</b>	<b>41.0</b>	<b>38.6</b>	<b>3.6</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>4.8</b>	<b>15</b>	<b>89.9</b>	<b>9</b>	<b>87</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	88	0	4	1.1	40.2	38.0	4.3	4.3	7.6	0.0	0.0	0.0	0.0	4.3	12	96.7	3	60
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>40.2</b>	<b>38.0</b>	<b>4.3</b>	<b>4.3</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>12</b>	<b>96.7</b>	<b>3</b>	<b>60</b>
BIRMINGHAM	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL BIRMINGHAM</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>
BRISTOL	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	50	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	110	0	0	0.0	17.3	44.5	11.8	13.6	7.3	5.5	0.0	0.0	0.0	0.0	26	77.9	13	104
<b>TOTAL EDINBURGH</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.3</b>	<b>44.5</b>	<b>11.8</b>	<b>13.6</b>	<b>7.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>77.9</b>	<b>13</b>	<b>104</b>
GLASGOW	FLYBE LTD	S	32	0	2	0.0	23.5	41.2	20.6	2.9	0.0	5.9	0.0	0.0	5.9	17	86.1	18	36	
<b>TOTAL GLASGOW</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.5</b>	<b>41.2</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>17</b>	<b>86.1</b>	<b>18</b>	<b>36</b>	
GUERNSEY	BLUE ISLANDS LIMITED	S	18	0	0	0.0	44.4	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	10	73.1	12	23	
<b>TOTAL GUERNSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</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>73.1</b>	<b>12</b>	<b>23</b>	
JERSEY	FLYBE LTD	S	36	0	0	2.8	38.9	33.3	2.8	11.1	8.3	2.8	0.0	0.0	0.0	19	61.5	17	26	
<b>TOTAL JERSEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>38.9</b>	<b>33.3</b>	<b>2.8</b>	<b>11.1</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.5</b>	<b>17</b>	<b>26</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	89.6	7	96	
<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</b>	<b>89.6</b>	<b>7</b>	<b>96</b>	
NEWCASTLE	EASTERN AIRWAYS	S	61	0	3	25.0	17.2	15.6	9.4	7.8	17.2	3.1	0.0	0.0	4.7	29	88.1	8	67	
<b>TOTAL NEWCASTLE</b>			<b>61</b>	<b>0</b>	<b>3</b>	<b>25.0</b>	<b>17.2</b>	<b>15.6</b>	<b>9.4</b>	<b>7.8</b>	<b>17.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>29</b>	<b>88.1</b>	<b>8</b>	<b>67</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>438</b>	<b>2</b>	<b>18</b>	<b>3.9</b>	<b>29.3</b>	<b>35.8</b>	<b>8.1</b>	<b>8.5</b>	<b>7.0</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>3.9</b>	<b>20</b>	<b>85.1</b>	<b>10</b>	<b>518</b>
Unknown																				
Unknown	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	75	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>75</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>75</b>	<b>1</b>
USA																				
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	7	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>7</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>7</b>	<b>1</b>
<b>TOTAL CARDIFF WALES</b>			<b>1675</b>	<b>4</b>	<b>28</b>	<b>3.9</b>	<b>27.2</b>	<b>36.5</b>	<b>13.4</b>	<b>9.0</b>	<b>5.9</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>1.6</b>	<b>18</b>	<b>78.9</b>	<b>13</b>	<b>1793</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>BULGARIA</b>																					
BURGAS	BH AIR	C	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	11	10	
BURGAS	TUI AIRWAYS LTD	C	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	8	
<b>TOTAL BURGAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.7</b>	<b>8</b>	<b>18</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	83.3	5	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>83.3</b>	<b>5</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>6</b>	<b>36</b>	
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	4	10	
<b>TOTAL DUBROVNIK</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>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL CROATIA</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>90.0</b>	<b>4</b>	<b>10</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	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	77.8	5	9	
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>75.0</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>77.8</b>	<b>5</b>	<b>9</b>	
PAPHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	43.8	12.5	43.8	0.0	0.0	0.0	0.0	0.0	0.0	25	93.8	5	16	
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>43.8</b>	<b>12.5</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>25</b>	<b>93.8</b>	<b>5</b>	<b>16</b>	
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>33.3</b>	<b>8.3</b>	<b>29.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.0</b>	<b>5</b>	<b>25</b>	
<b>FRANCE</b>																					
NICE	VISTAJET LTD MALTA	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 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>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	38	0	0	2.6	26.3	42.1	18.4	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	85.0	7	60	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>26.3</b>	<b>42.1</b>	<b>18.4</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.0</b>	<b>7</b>	<b>60</b>	
<b>TOTAL FRANCE</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>25.6</b>	<b>41.0</b>	<b>17.9</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.0</b>	<b>7</b>	<b>60</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	8	0	0	12.5	25.0	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	81.8	20	33	
<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>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>20</b>	<b>81.8</b>	<b>20</b>	<b>33</b>	
<b>TOTAL GERMANY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</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>20</b>	<b>81.8</b>	<b>20</b>	<b>33</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	18	0	0	11.1	38.9	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	94.4	2	18	
<b>TOTAL CORFU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</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>94.4</b>	<b>2</b>	<b>18</b>	
HERAKLION	TUI AIRWAYS LTD	C	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
<b>TOTAL HERAKLION</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
KEFALLINIA	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
ZAKINTHOS	TUI AIRWAYS LTD	C	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	2	90.0	7	10
<b>TOTAL ZAKINTHOS</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>2</b>	<b>90.0</b>	<b>7</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>39.6</b>	<b>28.3</b>	<b>11.3</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>8</b>	<b>93.2</b>	<b>3</b>	<b>44</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	FLYBE LTD	S	60	0	0	1.7	43.3	41.7	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	81.7	10	60
<b>TOTAL DUBLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>43.3</b>	<b>41.7</b>	<b>3.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.7</b>	<b>10</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>43.3</b>	<b>41.7</b>	<b>3.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.7</b>	<b>10</b>	<b>60</b>
<b>ITALY</b>																				
NAPLES	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL NAPLES</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	22	0	0	18.2	13.6	36.4	4.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	22	75.0	29	20
<b>TOTAL RIGA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>13.6</b>	<b>36.4</b>	<b>4.5</b>	<b>13.6</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>29</b>	<b>20</b>
<b>TOTAL LATVIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>13.6</b>	<b>36.4</b>	<b>4.5</b>	<b>13.6</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>29</b>	<b>20</b>
<b>LITHUANIA</b>																				
VILNIUS	WIZZ AIR	S	18	0	0	0.0	27.8	44.4	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.5	5	26
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</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>10</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</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>10</b>	<b>88.5</b>	<b>5</b>	<b>26</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	60	0	0	0.0	48.3	41.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	12	60
<b>TOTAL AMSTERDAM</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.3</b>	<b>41.7</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>0.0</b>	<b>5</b>	<b>80.0</b>	<b>12</b>	<b>60</b>
<b>TOTAL NETHERLANDS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.3</b>	<b>41.7</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>0.0</b>	<b>5</b>	<b>80.0</b>	<b>12</b>	<b>60</b>
<b>POLAND</b>																				
GDANSK	WIZZ AIR	S	36	0	0	8.3	41.7	19.4	16.7	2.8	11.1	0.0	0.0	0.0	0.0	0.0	15	86.8	12	38
<b>TOTAL GDANSK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>19.4</b>	<b>16.7</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>86.8</b>	<b>12</b>	<b>38</b>
KATOWICE	WIZZ AIR	S	42	0	0	0.0	9.5	42.9	16.7	21.4	9.5	0.0	0.0	0.0	0.0	0.0	22	65.9	22	44
<b>TOTAL KATOWICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>42.9</b>	<b>16.7</b>	<b>21.4</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>22</b>	<b>65.9</b>	<b>22</b>	<b>44</b>
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	12	0	0	8.3	25.0	50.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	80.0	12	20
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>12</b>	<b>20</b>
POZNAN	WIZZ AIR	S	26	0	0	0.0	3.8	23.1	34.6	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	60.5	26	38
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>23.1</b>	<b>34.6</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>29</b>	<b>60.5</b>	<b>26</b>	<b>38</b>
WARSAW (CHOPIN)	WIZZ AIR	S	30	0	0	0.0	33.3	46.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	30
<b>TOTAL WARSAW (CHOPIN)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>46.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.0</b>	<b>5</b>	<b>30</b>
WROCLAW	WIZZ AIR	S	18	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	73.1	8	24
<b>TOTAL WROCLAW</b>			<b>18</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>73.1</b>	<b>8</b>	<b>24</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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 POLAND</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>25.0</b>	<b>34.8</b>	<b>18.3</b>	<b>12.8</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>17</b>	<b>75.0</b>	<b>15</b>	<b>194</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	FLYBE LTD	S	26	0	0	0.0	34.6	42.3	15.4	0.0	0.0	3.8	3.8	0.0	0.0	0.0	19	76.9	17	26
FARO	TUI AIRWAYS LTD	C	16	0	0	6.3	31.3	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	94.4	3	18
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>33.3</b>	<b>45.2</b>	<b>9.5</b>	<b>0.0</b>	<b>4.8</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.1</b>	<b>11</b>	<b>44</b>
<b>TOTAL PORTUGAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>33.3</b>	<b>45.2</b>	<b>9.5</b>	<b>0.0</b>	<b>4.8</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.1</b>	<b>11</b>	<b>44</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	0	0.0	19.2	30.8	3.8	30.8	11.5	3.8	0.0	0.0	0.0	0.0	31	85.0	3	20
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>3.8</b>	<b>30.8</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>31</b>	<b>85.0</b>	<b>3</b>	<b>20</b>
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	0.0	5.6	16.7	27.8	38.9	0.0	0.0	11.1	0.0	0.0	0.0	50	62.5	15	16
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</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>50</b>	<b>62.5</b>	<b>15</b>	<b>16</b>
<b>TOTAL ROMANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>25.0</b>	<b>13.6</b>	<b>34.1</b>	<b>6.8</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>75.0</b>	<b>9</b>	<b>36</b>
<b>SLOVAK REPUBLIC</b>																				
KOSICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	29	22
<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>54.5</b>	<b>29</b>	<b>22</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>54.5</b>	<b>29</b>	<b>22</b>
<b>SPAIN</b>																				
ALICANTE	FLYBE LTD	S	26	0	0	7.7	23.1	38.5	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	73.1	19	26
ALICANTE	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	5	87.5	6	16
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>45.5</b>	<b>13.6</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>9</b>	<b>78.6</b>	<b>14</b>	<b>42</b>
IBIZA	TUI AIRWAYS LTD	C	18	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	94.1	2	17
<b>TOTAL IBIZA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>44.4</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>0.0</b>	<b>6</b>	<b>94.1</b>	<b>2</b>	<b>17</b>
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	55.6	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	2	16
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</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>0.0</b>	<b>6</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
MALAGA	FLYBE LTD	S	26	0	0	0.0	15.4	53.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	72.0	17	25
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	37.5	18.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	72.2	15	18
<b>TOTAL MALAGA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>47.6</b>	<b>11.9</b>	<b>11.9</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>17</b>	<b>72.1</b>	<b>16</b>	<b>43</b>
PALMA DE MALLORCA	ALBA STAR	C	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	0.0	0	0
PALMA DE MALLORCA	FLYBE LTD	S	18	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
PALMA DE MALLORCA	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	70.0	11	10
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	27	0	0	3.7	29.6	48.1	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	9	90.2	5	51
<b>TOTAL PALMA DE MALLORCA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>37.7</b>	<b>45.9</b>	<b>4.9</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.9</b>	<b>6</b>	<b>61</b>
REUS	TUI AIRWAYS LTD	C	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10
<b>TOTAL REUS</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>10</b>
<b>TOTAL SPAIN</b>			<b>193</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>35.8</b>	<b>39.9</b>	<b>7.8</b>	<b>8.8</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>9</b>	<b>83.6</b>	<b>9</b>	<b>189</b>
<b>SPAIN(CANARY ISLANDS)</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	TUI AIRWAYS LTD	C	16	0	0	0.0	37.5	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	5	18	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	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	7	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</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>7</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	10	0	0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	63	90.0	3	10	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	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	75.0	33	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>41.9</b>	<b>27.9</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>90.9</b>	<b>9</b>	<b>44</b>	
ANTALYA	FREEBIRD AIRLINES	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	8	0.0	0	0	
<b>TOTAL ANTALYA</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	FREEBIRD AIRLINES	C	16	0	0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	8	10	
<b>TOTAL DALAMAN</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>4</b>	<b>80.0</b>	<b>8</b>	<b>10</b>	
<b>TOTAL TURKEY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>37.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>8</b>	<b>10</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	22	0	0	0.0	50.0	40.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.9</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>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	118	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>118</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	FLYBE LTD	S	60	0	0	0.0	31.7	40.0	18.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	11	71.2	14	59	
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.7</b>	<b>40.0</b>	<b>18.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.2</b>	<b>14</b>	<b>59</b>	
LEEDS BRADFORD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	93	2	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>93</b>	<b>2</b>	
LIVERPOOL (JOHN LENNON)	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	6	1	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
MANCHESTER	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	28	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	FLYBE LTD	S	26	0	0	11.5	38.5	38.5	3.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	76.9	15	26	
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</b>	<b>38.5</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>0.0</b>	<b>9</b>	<b>76.9</b>	<b>15</b>	<b>26</b>	
NORTHOLT	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	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>11</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>36.0</b>	<b>38.7</b>	<b>13.5</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>10</b>	<b>71.9</b>	<b>16</b>	<b>89</b>	

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE												JUN 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
USA																				
COLUMBUS RICKENBACKER AFB	ANTONOV AIRLINES	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
TOTAL COLUMBUS RICKENBACKER AFB			1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
TOTAL USA			1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
TOTAL DONCASTER			948	0	0	4.6	34.0	37.1	11.1	9.1	3.4	0.2	0.5	0.0	0.0	0.0	13	80.2	12	1002

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
LINZ	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	15	0.0	0	0		
<b>TOTAL LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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 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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	84	0.0	71	2		
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	0.0	67	1		
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	112	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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98</b>	<b>0.0</b>	<b>69</b>	<b>3</b>		
<b>TOTAL FRANCE</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>98</b>	<b>0.0</b>	<b>69</b>	<b>3</b>		
<b>ITALY</b>																					
NAPLES	AIR BUCHAREST	C	0	0	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		
NAPLES	CSA CZECH AIRLINES	S	0	0	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 NAPLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>48</b>	<b>2</b>		
VENICE	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	115	1		
<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</b>	<b>0.0</b>	<b>115</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</b>	<b>0.0</b>	<b>70</b>	<b>3</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	151	0	2	0.7	31.4	51.0	10.5	1.3	3.9	0.0	0.0	0.0	1.3	10	85.2	10	158		
<b>TOTAL AMSTERDAM</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>31.4</b>	<b>51.0</b>	<b>10.5</b>	<b>1.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>85.2</b>	<b>10</b>	<b>158</b>		
<b>TOTAL NETHERLANDS</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>31.4</b>	<b>51.0</b>	<b>10.5</b>	<b>1.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>85.2</b>	<b>10</b>	<b>158</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	117	0	6	0.8	30.1	45.5	8.1	4.1	4.9	1.6	0.0	0.0	4.9	12	85.2	6	124		
<b>TOTAL ABERDEEN</b>			<b>117</b>	<b>0</b>	<b>6</b>	<b>0.8</b>	<b>30.1</b>	<b>45.5</b>	<b>8.1</b>	<b>4.1</b>	<b>4.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>12</b>	<b>85.2</b>	<b>6</b>	<b>124</b>		
HUMBERSIDE	EASTERN AIRWAYS	S	9	0	0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	100.0	4	7		
<b>TOTAL HUMBERSIDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</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>6</b>	<b>100.0</b>	<b>4</b>	<b>7</b>		
JERSEY	FLYBE LTD	S	10	0	0	0.0	0.0	40.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	32	62.5	21	8		
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</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>32</b>	<b>62.5</b>	<b>21</b>	<b>8</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	19	1		
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>		
NEWCASTLE	EASTERN AIRWAYS	S	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
<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>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>20</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	17	1		
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>		
<b>TOTAL UNITED KINGDOM</b>			<b>138</b>	<b>0</b>	<b>6</b>	<b>3.5</b>	<b>27.8</b>	<b>43.1</b>	<b>7.6</b>	<b>6.9</b>	<b>5.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>13</b>	<b>83.4</b>	<b>7</b>	<b>141</b>		



**TOTAL DURHAM TEES**

**292    0    8    2.0 29.3 47.0 9.0 4.0 5.3 0.7 0.0 0.0 0.0 2.7 12 82.7 10 305**

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>BELARUS</b>																					
GOMEL	FAI FLIGHT- AMBULANCE SERVICE	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL GOMEL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELARUS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	78	0	4	1.2	46.3	35.4	0.0	2.4	7.3	2.4	0.0	0.0	0.0	4.9	15	70.2	21	83	
<b>TOTAL BRUSSELS</b>			<b>78</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>46.3</b>	<b>35.4</b>	<b>0.0</b>	<b>2.4</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>15</b>	<b>70.2</b>	<b>21</b>	<b>83</b>	
<b>TOTAL BELGIUM</b>			<b>78</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>46.3</b>	<b>35.4</b>	<b>0.0</b>	<b>2.4</b>	<b>7.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>15</b>	<b>70.2</b>	<b>21</b>	<b>83</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	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	6	88.9	11	18	
BURGAS	THOMAS COOK AIRLINES 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	5	62.5	14	8	
BURGAS	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	30.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	26	100.0	3	10	
<b>TOTAL BURGAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>44.1</b>	<b>5.9</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>12</b>	<b>86.1</b>	<b>10</b>	<b>36</b>	
<b>TOTAL BULGARIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>44.1</b>	<b>5.9</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>12</b>	<b>86.1</b>	<b>10</b>	<b>36</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	16	0	0	6.3	31.3	31.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	7	16	
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL DUBROVNIK</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>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>87.5</b>	<b>7</b>	<b>16</b>	
PULA	TUI AIRWAYS LTD	C	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	9	100.0	2	8	
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
SPLIT	JET2.COM LTD	S	16	0	0	0.0	43.8	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	8	
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>TOTAL CROATIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>35.4</b>	<b>35.4</b>	<b>14.6</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>0.0</b>	<b>10</b>	<b>93.8</b>	<b>4</b>	<b>32</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	17	0	0	0.0	5.9	35.3	17.6	23.5	17.6	0.0	0.0	0.0	0.0	0.0	30	68.8	8	15	
LARNACA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	0.0	37.5	0.0	12.5	12.5	12.5	0.0	0.0	243	50.0	32	8	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	9	8	
<b>TOTAL LARNACA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>21.2</b>	<b>27.3</b>	<b>24.2</b>	<b>9.1</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>65.6</b>	<b>15</b>	<b>31</b>	
PAPHOS	JET2.COM LTD	S	16	0	0	12.5	25.0	18.8	12.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	24	62.5	18	16	
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	23	68.8	14	16	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	29.4	29.4	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	18	68.8	11	16	
<b>TOTAL PAPHOS</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>17.6</b>	<b>31.4</b>	<b>21.6</b>	<b>15.7</b>	<b>9.8</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>66.7</b>	<b>14</b>	<b>48</b>	
<b>TOTAL CYPRUS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>14.3</b>	<b>27.4</b>	<b>23.8</b>	<b>19.0</b>	<b>9.5</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>66.3</b>	<b>14</b>	<b>79</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	27.8	44.4	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</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>9</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</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>9</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>FRANCE</b>																					
BERGERAC	RYANAIR	S	16	0	0	12.5	43.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
<b>TOTAL BERGERAC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	0.0	50.0	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	23	88.5	7	26	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
DINARD	RYANAIR	S	26	0	0	0.0	15.4	50.0	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	15	97.1	5	34	
<b>TOTAL DINARD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>50.0</b>	<b>19.2</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>97.1</b>	<b>5</b>	<b>34</b>	
LIMOGES	RYANAIR	S	26	0	0	3.8	11.5	30.8	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	96.2	7	26	
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>30.8</b>	<b>30.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>96.2</b>	<b>7</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	SIAVIA	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</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>51</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (LE BOURGET)	TWIN JET FRANCE	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	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>15.7</b>	<b>41.6</b>	<b>22.5</b>	<b>11.2</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>17</b>	<b>95.1</b>	<b>5</b>	<b>102</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	26	0	0	0.0	34.6	57.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	96.2	2	26	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
DUSSELDORF	AIR X CHARTER	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 DUSSELDORF</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NUREMBERG	FAI FLIGHT- AMBULANCE SERVICE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL NUREMBERG</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>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>53.6</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
<b>GREECE</b>																					
CHANIA	RYANAIR	S	11	0	0	0.0	0.0	9.1	0.0	54.5	27.3	0.0	0.0	9.1	0.0	0.0	93	68.8	13	16	
<b>TOTAL CHANIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>54.5</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>93</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
CORFU	JET2.COM LTD	S	18	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	100.0	2	8	
CORFU	RYANAIR	S	24	0	0	0.0	8.3	50.0	20.8	20.8	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	31	18	
CORFU	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	18.8	43.8	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	8	18	
CORFU	TUI AIRWAYS LTD	C	16	0	0	0.0	50.0	31.3	6.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	18	83.3	5	18	
CORFU	TYROL AIR AMBULANCE	S	0	0	0	0.0	0.0	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 CORFU</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>25.7</b>	<b>43.2</b>	<b>13.5</b>	<b>12.2</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.8</b>	<b>13</b>	<b>63</b>	
HERAKLION	JET2.COM LTD	S	18	0	0	11.1	38.9	11.1	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	19	77.8	7	18	
HERAKLION	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	18	90.0	5	10	
HERAKLION	TUI AIRWAYS LTD	C	26	0	0	7.7	15.4	30.8	19.2	19.2	0.0	3.8	3.8	0.0	0.0	0.0	28	50.0	19	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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 HERAKLION</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>24.4</b>	<b>22.2</b>	<b>15.6</b>	<b>20.0</b>	<b>4.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>69.6</b>	<b>11</b>	<b>46</b>
<b>KAVALA</b>	THOMAS COOK AIRLINES LTD	S	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	16	100.0	4	4
<b>TOTAL KAVALA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</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>0.0</b>	<b>16</b>	<b>100.0</b>	<b>4</b>	<b>4</b>
<b>KEFALLINIA</b>	JET2.COM LTD	S	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	55.6	10	8
<b>KEFALLINIA</b>	TUI AIRWAYS LTD	C	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	14	100.0	3	10
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>6.3</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>19</b>	<b>78.9</b>	<b>7</b>	<b>18</b>
<b>KOS</b>	JET2.COM LTD	S	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	60.0	21	10
<b>KOS</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	27.8	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	28	37.5	21	16
<b>TOTAL KOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>25.0</b>	<b>32.1</b>	<b>25.0</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>29</b>	<b>46.2</b>	<b>21</b>	<b>26</b>
<b>RHODES</b>	JET2.COM LTD	S	16	0	0	6.3	18.8	31.3	0.0	25.0	18.8	0.0	0.0	0.0	0.0	0.0	29	56.3	23	16
<b>RHODES</b>	RYANAIR	S	8	0	0	0.0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	49	37.5	21	8
<b>RHODES</b>	THOMAS COOK AIRLINES LTD	S	8	0	1	0.0	11.1	11.1	22.2	0.0	33.3	11.1	0.0	0.0	0.0	11.1	57	25.0	50	8
<b>RHODES</b>	TUI AIRWAYS LTD	C	22	0	0	4.5	22.7	27.3	27.3	13.6	0.0	0.0	4.5	0.0	0.0	0.0	28	75.0	7	16
<b>TOTAL RHODES</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>16.4</b>	<b>21.8</b>	<b>20.0</b>	<b>18.2</b>	<b>14.5</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>35</b>	<b>54.2</b>	<b>22</b>	<b>48</b>
<b>SALONIKA</b>	JET2.COM LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	15	10
<b>SALONIKA</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</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>0.0</b>	<b>9</b>	<b>77.8</b>	<b>9</b>	<b>18</b>
<b>SKIATHOS</b>	THOMAS COOK AIRLINES LTD	S	6	0	0	16.7	0.0	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	23	66.7	16	6
<b>TOTAL SKIATHOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</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>23</b>	<b>66.7</b>	<b>16</b>	<b>6</b>
<b>ZAKINTHOS</b>	JET2.COM LTD	S	18	0	0	0.0	5.6	38.9	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	20	75.0	10	8
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	24	0	0	0.0	16.7	41.7	4.2	4.2	33.3	0.0	0.0	0.0	0.0	0.0	35	88.5	12	26
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	26	0	0	0.0	34.6	46.2	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	92.3	2	26
<b>TOTAL ZAKINTHOS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>42.6</b>	<b>11.8</b>	<b>10.3</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>22</b>	<b>88.3</b>	<b>8</b>	<b>60</b>
<b>TOTAL GREECE</b>			<b>322</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>20.7</b>	<b>32.5</b>	<b>15.2</b>	<b>16.1</b>	<b>8.7</b>	<b>1.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>25</b>	<b>71.9</b>	<b>13</b>	<b>305</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	JET2.COM LTD	S	18	0	0	0.0	55.6	16.7	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	13	88.9	10	18
<b>BUDAPEST</b>	RYANAIR	S	26	0	0	0.0	0.0	50.0	15.4	11.5	23.1	0.0	0.0	0.0	0.0	0.0	29	46.2	34	26
<b>BUDAPEST</b>	TWIN JET FRANCE	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 BUDAPEST</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>37.8</b>	<b>11.1</b>	<b>13.3</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.6</b>	<b>24</b>	<b>44</b>
<b>TOTAL HUNGARY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>37.8</b>	<b>11.1</b>	<b>13.3</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>63.6</b>	<b>24</b>	<b>44</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	DUCAIR	S	0	0	0	0.0	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 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>100.0</b>	<b>9</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
<b>IRISH REPUBLIC</b>																				
<b>DUBLIN</b>	RYANAIR	S	110	0	0	2.7	30.9	30.0	16.4	15.5	3.6	0.9	0.0	0.0	0.0	0.0	16	84.8	5	112
<b>DUBLIN</b>	TYROL AIR AMBULANCE	S	0	0	0	0.0	0.0	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 JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 DUBLIN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>30.9</b>	<b>30.0</b>	<b>16.4</b>	<b>15.5</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>16</b>	<b>85.0</b>	<b>5</b>	<b>113</b>	
IRELAND WEST(KNOCK)	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	39	0.0	0	0	
IRELAND WEST(KNOCK)	RYANAIR	S	42	0	0	2.4	14.3	33.3	28.6	19.0	2.4	0.0	0.0	0.0	0.0	0.0	19	70.5	14	44	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>14.0</b>	<b>32.6</b>	<b>27.9</b>	<b>20.9</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>19</b>	<b>70.5</b>	<b>14</b>	<b>44</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>26.1</b>	<b>30.7</b>	<b>19.6</b>	<b>17.0</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>17</b>	<b>80.9</b>	<b>8</b>	<b>157</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	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	18	0.0	0	0	
<b>TOTAL ALGHERO (FERTILIA)</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BERGAMO	RYANAIR	S	26	0	0	0.0	0.0	23.1	26.9	38.5	11.5	0.0	0.0	0.0	0.0	0.0	36	69.2	11	26	
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>38.5</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>36</b>	<b>69.2</b>	<b>11</b>	<b>26</b>	
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	100.0	2	8	
NAPLES	RYANAIR	S	26	0	0	0.0	15.4	26.9	30.8	19.2	0.0	3.8	3.8	0.0	0.0	0.0	28	42.3	20	26	
NAPLES	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	5	18	
<b>TOTAL NAPLES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>38.6</b>	<b>18.2</b>	<b>11.4</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>67.3</b>	<b>12</b>	<b>52</b>	
PISA	JET2.COM LTD	S	10	0	0	10.0	50.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	8	
PISA	RYANAIR	S	16	0	0	0.0	0.0	18.8	25.0	43.8	12.5	0.0	0.0	0.0	0.0	0.0	34	75.0	13	16	
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>19.2</b>	<b>15.4</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>0.0</b>	<b>28</b>	<b>83.3</b>	<b>9</b>	<b>24</b>	
ROME (CIAMPINO)	RYANAIR	S	24	0	0	0.0	29.2	29.2	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	96.2	3	26	
<b>TOTAL ROME (CIAMPINO)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>29.2</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>16</b>	<b>96.2</b>	<b>3</b>	<b>26</b>	
ROME (FIUMICINO)	NOUVELAIR TUNISIE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	112	2	
<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>0.0</b>	<b>112</b>	<b>2</b>	
TREVISO	RYANAIR	S	24	0	2	0.0	3.8	19.2	19.2	19.2	26.9	3.8	0.0	0.0	0.0	7.7	42	70.6	17	34	
<b>TOTAL TREVISO</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.8</b>	<b>19.2</b>	<b>19.2</b>	<b>19.2</b>	<b>26.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>42</b>	<b>70.6</b>	<b>17</b>	<b>34</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	37.5	22	8	
<b>TOTAL VERONA VILLAFRANCA</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>37.5</b>	<b>22</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>153</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>14.8</b>	<b>29.0</b>	<b>20.6</b>	<b>20.0</b>	<b>11.0</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>27</b>	<b>72.7</b>	<b>13</b>	<b>172</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	26	0	0	0.0	26.9	46.2	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	92.3	9	26	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>46.2</b>	<b>11.5</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>12</b>	<b>92.3</b>	<b>9</b>	<b>26</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>46.2</b>	<b>11.5</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>12</b>	<b>92.3</b>	<b>9</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10	
MALTA	RYANAIR	S	26	0	0	3.8	11.5	69.2	0.0	3.8	3.8	0.0	7.7	0.0	0.0	0.0	25	76.9	8	26	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>23.5</b>	<b>58.8</b>	<b>2.9</b>	<b>2.9</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>20</b>	<b>80.6</b>	<b>7</b>	<b>36</b>	
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>23.5</b>	<b>58.8</b>	<b>2.9</b>	<b>2.9</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>20</b>	<b>80.6</b>	<b>7</b>	<b>36</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	7	0	0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	31	7
<b>TOTAL CANCUN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>28.6</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>5</b>	<b>71.4</b>	<b>31</b>	<b>7</b>
<b>TOTAL MEXICO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>28.6</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>5</b>	<b>71.4</b>	<b>31</b>	<b>7</b>
<b>MOROCCO</b>																				
CASABLANCA MOHAMED V	DUCAIR	S	0	0	0	0.0	0.0	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 CASABLANCA MOHAMED V</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</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>0</b>	<b>1</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	61	0	0	0.0	32.8	50.8	6.6	3.3	6.6	0.0	0.0	0.0	0.0	0.0	12	73.3	24	60
<b>TOTAL AMSTERDAM</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.8</b>	<b>50.8</b>	<b>6.6</b>	<b>3.3</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.3</b>	<b>24</b>	<b>60</b>
<b>TOTAL NETHERLANDS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.8</b>	<b>50.8</b>	<b>6.6</b>	<b>3.3</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.3</b>	<b>24</b>	<b>60</b>
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	26	0	0	0.0	34.6	57.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	6	100.0	3	26	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>26</b>
LODZ LUBLINEK	RYANAIR	S	18	0	0	5.6	0.0	50.0	27.8	11.1	5.6	0.0	0.0	0.0	0.0	16	100.0	3	16	
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>0.0</b>	<b>50.0</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>16</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
RZESZOW	RYANAIR	S	26	0	0	0.0	11.5	69.2	3.8	15.4	0.0	0.0	0.0	0.0	0.0	12	69.2	28	26	
<b>TOTAL RZESZOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>69.2</b>	<b>3.8</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>12</b>	<b>69.2</b>	<b>28</b>	<b>26</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	0.0	3.8	26.9	19.2	34.6	15.4	0.0	0.0	0.0	0.0	33	57.7	24	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>26.9</b>	<b>19.2</b>	<b>34.6</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>33</b>	<b>57.7</b>	<b>24</b>	<b>26</b>
WROCLAW	RYANAIR	S	44	0	0	0.0	38.6	43.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	7	97.7	3	44	
<b>TOTAL WROCLAW</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>43.2</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>0.0</b>	<b>7</b>	<b>97.7</b>	<b>3</b>	<b>44</b>
<b>TOTAL POLAND</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>21.4</b>	<b>48.6</b>	<b>11.4</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>14</b>	<b>85.5</b>	<b>12</b>	<b>138</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	77	0	1	12.8	50.0	23.1	7.7	1.3	3.8	0.0	0.0	0.0	0.0	1.3	6	93.0	4	86
FARO	RYANAIR	S	112	0	0	0.0	15.2	55.4	17.9	7.1	2.7	0.9	0.0	0.9	0.0	0.0	26	82.1	9	112
FARO	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	25	1	
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	60.0	24	10	
<b>TOTAL FARO</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>29.5</b>	<b>42.1</b>	<b>13.7</b>	<b>4.7</b>	<b>3.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>85.2</b>	<b>8</b>	<b>209</b>
<b>TOTAL PORTUGAL</b>			<b>189</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>29.5</b>	<b>42.1</b>	<b>13.7</b>	<b>4.7</b>	<b>3.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>85.2</b>	<b>8</b>	<b>209</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	4	8	
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>43.8</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>1</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>43.8</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>1</b>	<b>93.8</b>	<b>2</b>	<b>16</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	JET2.COM LTD	S	86	0	0	15.1	43.0	34.9	3.5	0.0	2.3	1.2	0.0	0.0	0.0	0.0	6	89.4	6	104	
ALICANTE	RYANAIR	S	147	0	0	2.7	23.8	42.2	17.0	8.2	4.8	0.0	1.4	0.0	0.0	0.0	17	86.9	8	145	
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	19	68.8	12	16	
ALICANTE	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	39	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>29.4</b>	<b>40.1</b>	<b>12.7</b>	<b>6.0</b>	<b>4.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.8</b>	<b>7</b>	<b>265</b>	
ALMERIA	DUCAIR	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ALMERIA	JET2.COM LTD	S	18	0	0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	23	8	
<b>TOTAL ALMERIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>36.8</b>	<b>26.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>23</b>	<b>8</b>	
BARCELONA	RYANAIR	S	58	0	2	0.0	3.3	26.7	35.0	23.3	6.7	1.7	0.0	0.0	0.0	3.3	27	60.0	16	60	
<b>TOTAL BARCELONA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.3</b>	<b>26.7</b>	<b>35.0</b>	<b>23.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>27</b>	<b>60.0</b>	<b>16</b>	<b>60</b>	
GIRONA	JET2.COM LTD	S	18	0	0	16.7	22.2	16.7	5.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	21	83.3	5	18	
GIRONA	RYANAIR	S	16	0	0	0.0	0.0	0.0	12.5	31.3	18.8	25.0	12.5	0.0	0.0	0.0	91	37.5	23	16	
GIRONA	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	59	0.0	0	0	
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>11.1</b>	<b>8.3</b>	<b>8.3</b>	<b>36.1</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>54</b>	<b>61.8</b>	<b>13</b>	<b>34</b>	
IBIZA	JET2.COM LTD	S	50	0	0	8.0	42.0	34.0	6.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	7	71.2	14	52	
IBIZA	RYANAIR	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	5	81.3	8	16	
IBIZA	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	37.5	25.0	18.8	0.0	0.0	0.0	12.5	0.0	0.0	0.0	29	68.8	15	16	
IBIZA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	34	92.0	5	25	
<b>TOTAL IBIZA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>35.3</b>	<b>40.2</b>	<b>8.8</b>	<b>3.9</b>	<b>1.0</b>	<b>0.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.1</b>	<b>11</b>	<b>109</b>	
MADRID	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	0.0	48	2	
MADRID	DUCAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL MADRID</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>48</b>	<b>2</b>	
MAHON	JET2.COM LTD	S	36	0	0	11.1	47.2	13.9	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	97.1	3	34	
MAHON	RYANAIR	S	18	0	0	5.6	16.7	38.9	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	20	77.8	9	18	
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	16.7	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	5	18	
MAHON	TUI AIRWAYS LTD	C	16	0	0	0.0	50.0	43.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
MAHON	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	7	0.0	0	0	
<b>TOTAL MAHON</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.8</b>	<b>30.3</b>	<b>13.5</b>	<b>12.4</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>12</b>	<b>90.7</b>	<b>4</b>	<b>86</b>	
MALAGA	JET2.COM LTD	S	60	0	0	13.3	33.3	43.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	74.4	11	78	
MALAGA	RYANAIR	S	112	0	0	2.7	18.8	45.5	17.0	12.5	3.6	0.0	0.0	0.0	0.0	0.0	15	90.2	6	112	
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	50.0	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	18	61.1	9	18	
<b>TOTAL MALAGA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.9</b>	<b>45.2</b>	<b>13.3</b>	<b>9.0</b>	<b>2.1</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>81.7</b>	<b>8</b>	<b>208</b>	
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	6.7	21.7	46.7	15.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	83.3	10	60	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>21.7</b>	<b>46.7</b>	<b>15.0</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>12</b>	<b>83.3</b>	<b>10</b>	<b>60</b>	
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	0.0	0.0	25.0	0.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	76	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	
PALMA DE MALLORCA	JET2.COM LTD	S	105	0	0	8.6	46.7	38.1	4.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4	79.8	11	104	
PALMA DE MALLORCA	RYANAIR	S	120	0	0	5.0	20.0	45.0	12.5	10.0	7.5	0.0	0.0	0.0	0.0	0.0	16	84.2	9	120	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	37	0	0	0.0	21.6	48.6	16.2	5.4	8.1	0.0	0.0	0.0	0.0	0.0	15	74.3	13	35	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	5	51	
PALMA DE MALLORCA	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	10	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>30.1</b>	<b>42.9</b>	<b>9.7</b>	<b>6.2</b>	<b>5.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.3</b>	<b>9</b>	<b>310</b>	
REUS	JET2.COM LTD	S	25	0	0	0.0	28.0	44.0	12.0	4.0	12.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	26	
REUS	RYANAIR	S	18	0	0	0.0	11.1	38.9	22.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	25	72.2	8	18	
<b>TOTAL REUS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.9</b>	<b>41.9</b>	<b>16.3</b>	<b>7.0</b>	<b>14.0</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>88.6</b>	<b>5</b>	<b>44</b>	
SEVILLE	RYANAIR	S	16	0	0	0.0	31.3	25.0	12.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>12.5</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	34	0	0	8.8	38.2	38.2	5.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	79.4	9	34	
<b>TOTAL VALENCIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.2</b>	<b>38.2</b>	<b>5.9</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>0.0</b>	<b>8</b>	<b>79.4</b>	<b>9</b>	<b>34</b>	
<b>TOTAL SPAIN</b>			<b>1187</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>27.4</b>	<b>39.1</b>	<b>12.7</b>	<b>8.9</b>	<b>4.2</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>81.6</b>	<b>9</b>	<b>1220</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	24	0	0	8.3	45.8	20.8	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	78.6	12	28	
ARRECIFE	RYANAIR	S	34	0	0	11.8	23.5	38.2	8.8	14.7	2.9	0.0	0.0	0.0	0.0	0.0	11	82.4	9	34	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	23.5	17.6	5.9	29.4	17.6	0.0	0.0	0.0	0.0	58	94.4	5	18	
ARRECIFE	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	90.0	2	10	
<b>TOTAL ARRECIFE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>26.2</b>	<b>29.8</b>	<b>14.3</b>	<b>10.7</b>	<b>8.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>84.4</b>	<b>8</b>	<b>90</b>	
FUERTEVENTURA	AIR ALLIANCE EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
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	62.5	15	8	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	11.1	22.2	38.9	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	50.0	21	16	
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	6.3	62.5	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	22	100.0	2	16	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	33	62.5	11	8	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	5	8	
<b>TOTAL FUERTEVENTURA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>13.5</b>	<b>44.2</b>	<b>15.4</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>20</b>	<b>73.7</b>	<b>11</b>	<b>57</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	33.3	22.2	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	8	16	
LAS PALMAS	RYANAIR	S	18	0	0	11.1	38.9	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	4	16	
LAS PALMAS	THOMAS COOK AIRLINES 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	8	90.9	0	10	
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>29.5</b>	<b>47.7</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.4</b>	<b>5</b>	<b>42</b>	
TENERIFE (NORTE LOS RODEOS)	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	218	0.0	0	0	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>218</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	44	0	0	40.9	25.0	27.3	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	11	44	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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)	RYANAIR	S	59	0	0	5.1	20.3	39.0	18.6	11.9	5.1	0.0	0.0	0.0	0.0	0.0	17	76.7	12	60	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	33.3	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	61.1	23	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	30.8	38.5	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	13	80.8	16	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>23.1</b>	<b>34.7</b>	<b>15.0</b>	<b>8.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>14</b>	<b>148</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>328</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>23.2</b>	<b>36.6</b>	<b>13.1</b>	<b>9.5</b>	<b>4.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.0</b>	<b>11</b>	<b>337</b>	
BERNE	SUN AIR OF SCANDINAVIA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BERNE</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>6</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	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	46	0.0	0	0	
ANTALYA	JET2.COM LTD	S	9	0	0	0.0	33.3	33.3	0.0	0.0	0.0	22.2	11.1	0.0	0.0	0.0	53	30.0	26	10	
ANTALYA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	12.5	12.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	73	75.0	10	8	
<b>TOTAL ANTALYA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>40.7</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>11.1</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>50.0</b>	<b>19</b>	<b>18</b>	
DALAMAN	JET2.COM LTD	S	17	0	0	11.8	35.3	17.6	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	8	
DALAMAN	THOMAS COOK AIRLINES LTD	S	16	0	1	0.0	11.8	23.5	11.8	17.6	23.5	0.0	0.0	5.9	0.0	5.9	61	75.0	15	8	
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	20	100.0	3	7	
<b>TOTAL DALAMAN</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>21.4</b>	<b>26.2</b>	<b>16.7</b>	<b>14.3</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>32</b>	<b>87.0</b>	<b>9</b>	<b>23</b>	
<b>TOTAL TURKEY</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>20.3</b>	<b>31.9</b>	<b>11.6</b>	<b>11.6</b>	<b>7.2</b>	<b>4.3</b>	<b>5.8</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>42</b>	<b>70.7</b>	<b>13</b>	<b>41</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	212	0	0	2.8	60.4	21.7	5.2	6.1	3.8	0.0	0.0	0.0	0.0	0.0	8	84.8	9	222	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>60.4</b>	<b>21.7</b>	<b>5.2</b>	<b>6.1</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>8</b>	<b>84.8</b>	<b>9</b>	<b>222</b>	
BIRMINGHAM	JET2.COM LTD	S	3	0	0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	114	0.0	0	0	
BIRMINGHAM	TUI AIRWAYS LTD	S	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	49	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</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>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	FLYBE LTD	S	149	0	3	3.3	34.2	40.8	5.3	7.9	6.6	0.0	0.0	0.0	0.0	2.0	12	75.0	19	155	
<b>TOTAL EDINBURGH</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>34.2</b>	<b>40.8</b>	<b>5.3</b>	<b>7.9</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>75.0</b>	<b>19</b>	<b>155</b>	
GATWICK	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL GATWICK</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>	
GLASGOW	FLYBE LTD	S	136	0	6	0.0	28.2	36.6	10.6	7.0	8.5	3.5	1.4	0.0	0.0	4.2	24	85.3	15	156	
GLASGOW	NORTH FLYING	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
<b>TOTAL GLASGOW</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>28.2</b>	<b>36.6</b>	<b>10.6</b>	<b>7.0</b>	<b>8.5</b>	<b>3.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>24</b>	<b>84.8</b>	<b>15</b>	<b>158</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	41	0	2	7.0	46.5	32.6	2.3	7.0	0.0	0.0	0.0	0.0	0.0	4.7	6	56.7	33	60	
<b>TOTAL GUERNSEY</b>			<b>41</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>46.5</b>	<b>32.6</b>	<b>2.3</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>6</b>	<b>56.7</b>	<b>33</b>	<b>60</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
INVERNESS	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	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE LTD	S	59	0	1	1.7	38.3	31.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	1.7	13	75.0	34	60
<b>TOTAL JERSEY</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>38.3</b>	<b>31.7</b>	<b>13.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>75.0</b>	<b>34</b>	<b>60</b>
MANCHESTER	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	50	0.0	0	0
MANCHESTER	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	30	1
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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</b>	<b>0.0</b>	<b>30</b>	<b>1</b>
NEWCASTLE	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>20</b>	<b>2</b>
NEWQUAY	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	263	0.0	0	0
<b>TOTAL NEWQUAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>263</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NORWICH	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</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	88.9	3	9
<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>88.9</b>	<b>3</b>	<b>9</b>
<b>TOTAL UNITED KINGDOM</b>			<b>608</b>	<b>0</b>	<b>12</b>	<b>2.4</b>	<b>42.4</b>	<b>31.3</b>	<b>7.4</b>	<b>7.1</b>	<b>6.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>79.0</b>	<b>17</b>	<b>668</b>
USA																				
SANFORD	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	20	7
<b>TOTAL SANFORD</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</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>57.1</b>	<b>20</b>	<b>7</b>
<b>TOTAL USA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</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>57.1</b>	<b>20</b>	<b>7</b>
<b>TOTAL EAST MIDLANDS</b>			<b>3725</b>	<b>0</b>	<b>23</b>	<b>4.7</b>	<b>28.2</b>	<b>36.8</b>	<b>12.5</b>	<b>10.2</b>	<b>5.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>79.7</b>	<b>12</b>	<b>3821</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>AUSTRIA</b>																					
INNSBRUCK	FLYBE LTD	C	7	0	0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>14.3</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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SALZBURG	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	3	5		
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>5</b>		
VIENNA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	30.8	50.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	8	84.6	8	26		
VIENNA	JET2.COM LTD	S	18	0	0	0.0	38.9	50.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	32	77.8	10	18		
<b>TOTAL VIENNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.1</b>	<b>50.0</b>	<b>4.5</b>	<b>6.8</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.8</b>	<b>9</b>	<b>44</b>		
<b>TOTAL AUSTRIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>31.4</b>	<b>51.0</b>	<b>3.9</b>	<b>5.9</b>	<b>0.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.7</b>	<b>8</b>	<b>49</b>		
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	108	0	3	0.9	13.5	45.0	20.7	9.9	2.7	2.7	1.8	0.0	0.0	2.7	22	67.0	18	111	
<b>TOTAL BRUSSELS</b>			<b>108</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>13.5</b>	<b>45.0</b>	<b>20.7</b>	<b>9.9</b>	<b>2.7</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>22</b>	<b>67.0</b>	<b>18</b>	<b>111</b>	
CHARLEROI	RYANAIR	S	42	0	0	2.4	11.9	31.0	16.7	21.4	9.5	4.8	2.4	0.0	0.0	0.0	37	84.1	8	44	
<b>TOTAL CHARLEROI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>11.9</b>	<b>31.0</b>	<b>16.7</b>	<b>21.4</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>84.1</b>	<b>8</b>	<b>44</b>	
<b>TOTAL BELGIUM</b>			<b>150</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>13.1</b>	<b>41.2</b>	<b>19.6</b>	<b>13.1</b>	<b>4.6</b>	<b>3.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>26</b>	<b>71.8</b>	<b>15</b>	<b>155</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	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	8	77.8	8	18	
<b>TOTAL BURGAS</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>8</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>TOTAL BULGARIA</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>8</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>CANADA</b>																					
GOOSE BAY	FAI FLIGHT- AMBULANCE SERVICE	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	119	0.0	0	0	
<b>TOTAL GOOSE BAY</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>119</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR CANADA	S	20	0	0	0.0	15.0	25.0	25.0	15.0	10.0	0.0	10.0	0.0	0.0	0.0	49	38.9	60	18	
<b>TOTAL TORONTO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>25.0</b>	<b>25.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>38.9</b>	<b>60</b>	<b>18</b>	
<b>TOTAL CANADA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>23.8</b>	<b>23.8</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>38.9</b>	<b>60</b>	<b>18</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	22	0	0	27.3	13.6	18.2	9.1	18.2	4.5	9.1	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL BEIJING</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>13.6</b>	<b>18.2</b>	<b>9.1</b>	<b>18.2</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>13.6</b>	<b>18.2</b>	<b>9.1</b>	<b>18.2</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	35.0	35.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	14	61.5	18	26	
DUBROVNIK	JET2.COM LTD	S	16	0	0	0.0	37.5	37.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	18	
<b>TOTAL DUBROVNIK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.1</b>	<b>36.1</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.3</b>	<b>12</b>	<b>44</b>	
PULA	JET2.COM LTD	S	18	0	0	5.6	11.1	44.4	11.1	5.6	22.2	0.0	0.0	0.0	0.0	0.0	25	93.8	8	16	
PULA	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	21	8	
<b>TOTAL PULA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</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>19</b>	<b>79.2</b>	<b>12</b>	<b>24</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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		
SPLIT	JET2.COM LTD	S	16	0	0	0.0	18.8	43.8	12.5	18.8	6.3	0.0	0.0	0.0	0.0	18	66.7	13	18	
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>18.8</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>66.7</b>	<b>13</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>28.2</b>	<b>39.7</b>	<b>14.1</b>	<b>7.7</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.6</b>	<b>12</b>	<b>86</b>	
<b>CYPRUS</b>																				
LARNACA	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	2	100.0	4	8		
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	18	75.0	34	8		
<b>TOTAL LARNACA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>19</b>	<b>16</b>		
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	11.8	58.8	23.5	5.9	0.0	0.0	0.0	0.0	12	52.9	16	17		
PAPHOS	JET2.COM LTD	S	16	0	0	12.5	25.0	6.3	18.8	18.8	18.8	0.0	0.0	0.0	27	62.5	26	8		
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	12.5	0.0	25.0	12.5	0.0	0.0	44	62.5	18	8		
<b>TOTAL PAPHOS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>19.5</b>	<b>31.7</b>	<b>19.5</b>	<b>9.8</b>	<b>12.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.6</b>	<b>19</b>	<b>33</b>		
<b>TOTAL CYPRUS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>22.8</b>	<b>29.8</b>	<b>21.1</b>	<b>10.5</b>	<b>8.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.3</b>	<b>19</b>	<b>49</b>		
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	50	0	0	2.0	50.0	30.0	2.0	4.0	4.0	0.0	8.0	0.0	0.0	26	98.0	2	50	
PRAGUE	RYANAIR	S	34	0	0	0.0	8.8	38.2	14.7	26.5	11.8	0.0	0.0	0.0	27	0.0	0	0		
<b>TOTAL PRAGUE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>33.3</b>	<b>33.3</b>	<b>7.1</b>	<b>13.1</b>	<b>7.1</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>98.0</b>	<b>2</b>	<b>50</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>33.3</b>	<b>33.3</b>	<b>7.1</b>	<b>13.1</b>	<b>7.1</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>98.0</b>	<b>2</b>	<b>50</b>	
<b>DENMARK</b>																				
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	35	0	0	0.0	17.1	14.3	2.9	28.6	28.6	0.0	8.6	0.0	0.0	56	81.0	14	42	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	50	0	0	0.0	2.0	42.0	32.0	16.0	8.0	0.0	0.0	0.0	23	34.6	31	50		
COPENHAGEN	RYANAIR	S	44	0	0	0.0	9.1	13.6	13.6	27.3	31.8	4.5	0.0	0.0	46	41.2	24	34		
COPENHAGEN	SAS	S	22	0	2	4.2	37.5	41.7	8.3	0.0	0.0	0.0	0.0	8.3	5	25.0	19	4		
<b>TOTAL COPENHAGEN</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>13.1</b>	<b>27.5</b>	<b>16.3</b>	<b>19.6</b>	<b>18.3</b>	<b>1.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>50.8</b>	<b>23</b>	<b>130</b>	
<b>TOTAL DENMARK</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>13.1</b>	<b>27.5</b>	<b>16.3</b>	<b>19.6</b>	<b>18.3</b>	<b>1.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>50.8</b>	<b>23</b>	<b>130</b>	
<b>FAROE ISLANDS</b>																				
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	5.6	27.8	44.4	22.2	0.0	0.0	0.0	0.0	0.0	8	77.8	9	18		
<b>TOTAL VAGAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</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>8</b>	<b>77.8</b>	<b>9</b>	<b>18</b>		
<b>TOTAL FAROE ISLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</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>8</b>	<b>77.8</b>	<b>9</b>	<b>18</b>		
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	68	0	0	2.9	26.5	52.9	13.2	4.4	0.0	0.0	0.0	0.0	9	47.1	18	34		
<b>TOTAL HELSINKI</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>52.9</b>	<b>13.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>47.1</b>	<b>18</b>	<b>34</b>		
<b>TOTAL FINLAND</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>52.9</b>	<b>13.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>47.1</b>	<b>18</b>	<b>34</b>		
<b>FRANCE</b>																				
BERGERAC	FLYBE LTD	S	10	0	0	0.0	0.0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	38	50.0	17	8		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 BERGERAC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>17</b>	<b>8</b>	
BEZIERS	RYANAIR	S	16	0	0	0.0	6.3	50.0	18.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	62.5	13	16	
<b>TOTAL BEZIERS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>13</b>	<b>16</b>	
BORDEAUX	RYANAIR	S	26	0	0	0.0	11.5	19.2	19.2	26.9	19.2	3.8	0.0	0.0	0.0	0.0	38	61.5	22	26	
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>19.2</b>	<b>19.2</b>	<b>26.9</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>38</b>	<b>61.5</b>	<b>22</b>	<b>26</b>	
CARCASSONNE	RYANAIR	S	18	0	0	11.1	27.8	33.3	5.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	0.0	22.2	0.0	44.4	16.7	5.6	0.0	0.0	0.0	77	93.8	3	16	
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</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>77</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
MARSEILLE	RYANAIR	S	18	0	0	0.0	11.1	44.4	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	23	18	
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>27.8</b>	<b>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>23</b>	<b>18</b>	
NANTES	RYANAIR	S	18	0	0	0.0	5.6	61.1	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL NANTES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>61.1</b>	<b>16.7</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	43	0	1	2.3	11.4	45.5	11.4	13.6	11.4	2.3	0.0	0.0	0.0	2.3	24	50.0	31	56	
<b>TOTAL NICE</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>11.4</b>	<b>45.5</b>	<b>11.4</b>	<b>13.6</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>24</b>	<b>50.0</b>	<b>31</b>	<b>56</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	178	0	2	1.7	30.0	41.1	13.9	9.4	2.8	0.0	0.0	0.0	0.0	1.1	12	70.1	12	169	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	100	0	0	0.0	18.0	26.0	16.0	14.0	18.0	6.0	2.0	0.0	0.0	0.0	42	64.6	21	96	
PARIS (CHARLES DE GAULLE)	TRADE AIR	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>281</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>25.8</b>	<b>35.7</b>	<b>14.8</b>	<b>11.0</b>	<b>8.1</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>68.1</b>	<b>15</b>	<b>265</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	S	34	0	0	5.9	32.4	32.4	17.6	2.9	2.9	5.9	0.0	0.0	0.0	0.0	20	67.6	13	34	
<b>TOTAL PARIS (ORLY)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>32.4</b>	<b>17.6</b>	<b>2.9</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>20</b>	<b>67.6</b>	<b>13</b>	<b>34</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	16	0	0	0.0	25.0	37.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>499</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>21.3</b>	<b>35.7</b>	<b>16.3</b>	<b>11.6</b>	<b>9.4</b>	<b>3.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>64.8</b>	<b>17</b>	<b>439</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0	
<b>TOTAL TBILISI</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>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GEORGIA</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>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	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	58.0	18	50	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
BERLIN (SCHONEFELD)	FAI FLIGHT- AMBULANCE SERVICE	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	0.0	0	0	
BERLIN (SCHONEFELD)	GERMANIA FLUGGESELLSCHAFT	C	6	0	0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>0.0</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>24</b>	<b>58.0</b>	<b>18</b>	<b>50</b>	
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	10.0	40.0	21.7	15.0	10.0	3.3	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>21.7</b>	<b>15.0</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BREMEN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	6	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>0.0</b>	<b>0</b>	<b>76.9</b>	<b>6</b>	<b>26</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	50	0	2	0.0	9.6	30.8	17.3	23.1	15.4	0.0	0.0	0.0	0.0	3.8	31	25.0	31	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	0.0	0	62.5	17	16	
<b>TOTAL COLOGNE BONN</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.6</b>	<b>30.8</b>	<b>17.3</b>	<b>23.1</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>31</b>	<b>36.5</b>	<b>26</b>	<b>52</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	24	0	0	0.0	4.2	12.5	37.5	37.5	8.3	0.0	0.0	0.0	0.0	0.0	32	72.2	16	18	
DUSSELDORF	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	8	
<b>TOTAL DUSSELDORF</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>12.0</b>	<b>40.0</b>	<b>36.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>80.8</b>	<b>13</b>	<b>26</b>	
FRANKFURT MAIN	LUFTHANSA	S	118	0	2	0.0	14.2	28.3	25.8	20.0	7.5	1.7	0.8	0.0	0.0	1.7	26	73.3	13	120	
<b>TOTAL FRANKFURT MAIN</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.2</b>	<b>28.3</b>	<b>25.8</b>	<b>20.0</b>	<b>7.5</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>26</b>	<b>73.3</b>	<b>13</b>	<b>120</b>	
HAHN	RYANAIR	S	24	0	0	0.0	8.3	16.7	33.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	33	65.4	13	26	
<b>TOTAL HAHN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>33.3</b>	<b>25.0</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>33</b>	<b>65.4</b>	<b>13</b>	<b>26</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	32	0	2	0.0	2.9	29.4	20.6	8.8	29.4	2.9	0.0	0.0	0.0	5.9	44	66.0	28	50	
HAMBURG	RYANAIR	S	28	0	6	0.0	23.5	35.3	5.9	14.7	2.9	0.0	0.0	0.0	0.0	17.6	13	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>13.2</b>	<b>32.4</b>	<b>13.2</b>	<b>11.8</b>	<b>16.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>30</b>	<b>66.0</b>	<b>28</b>	<b>50</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	18	0	0	0.0	22.2	27.8	5.6	11.1	11.1	11.1	11.1	0.0	0.0	0.0	57	0.0	0	0	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</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>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	56	0	4	0.0	5.0	11.7	23.3	35.0	18.3	0.0	0.0	0.0	0.0	6.7	38	33.3	29	60	
MUNICH	EUROWINGS LUFTVERKEHRS	S	50	0	0	4.0	30.0	30.0	20.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	14	80.8	7	52	
<b>TOTAL MUNICH</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>1.8</b>	<b>16.4</b>	<b>20.0</b>	<b>21.8</b>	<b>25.5</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>27</b>	<b>55.4</b>	<b>19</b>	<b>112</b>	
NIEDERRHEIN	RYANAIR	S	18	0	0	16.7	22.2	27.8	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	25	76.9	14	26	
<b>TOTAL NIEDERRHEIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>27.8</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>25</b>	<b>76.9</b>	<b>14</b>	<b>26</b>	
STUTTART	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	27.8	16.7	16.7	0.0	11.1	0.0	0.0	0.0	0.0	30	55.6	44	18	
<b>TOTAL STUTTART</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>16.7</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>30</b>	<b>55.6</b>	<b>44</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>504</b>	<b>0</b>	<b>16</b>	<b>1.2</b>	<b>14.2</b>	<b>26.9</b>	<b>21.0</b>	<b>20.0</b>	<b>11.3</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>29</b>	<b>63.0</b>	<b>19</b>	<b>506</b>	
GREECE																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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	AEGEAN AIRLINES	S	12	0	0	0.0	16.7	41.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	8
ATHENS	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	5.9	17.6	11.8	23.5	41.2	0.0	0.0	0.0	0.0	0.0	48	68.8	21	16
<b>TOTAL ATHENS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.3</b>	<b>27.6</b>	<b>20.7</b>	<b>17.2</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>33</b>	<b>70.8</b>	<b>17</b>	<b>24</b>
CORFU	RYANAIR	S	10	0	0	0.0	30.0	40.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	20	50.0	17	8
CORFU	TUI AIRWAYS LTD	C	10	0	0	10.0	0.0	40.0	10.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	42	20.0	71	10
<b>TOTAL CORFU</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>40.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>33.3</b>	<b>47</b>	<b>18</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	0.0	38.9	11.1	33.3	16.7	0.0	0.0	0.0	0.0	0.0	29	68.8	21	16
HERAKLION	JET2.COM LTD	S	17	0	0	5.9	29.4	23.5	11.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	22	61.1	13	18
<b>TOTAL HERAKLION</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.3</b>	<b>31.4</b>	<b>11.4</b>	<b>25.7</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>26</b>	<b>64.7</b>	<b>17</b>	<b>34</b>
KEFALLINIA	JET2.COM 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	18	75.0	24	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</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>18</b>	<b>75.0</b>	<b>24</b>	<b>8</b>
KOS	JET2.COM LTD	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL KOS</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	JET2.COM LTD	S	9	0	0	0.0	0.0	22.2	0.0	55.6	22.2	0.0	0.0	0.0	0.0	0.0	48	75.0	9	8
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	0.0	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	43	87.5	9	8
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>38.9</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>45</b>	<b>81.3</b>	<b>9</b>	<b>16</b>
SALONIKA	JET2.COM LTD	S	8	0	0	12.5	0.0	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	28	100.0	1	8
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>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>28</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
ZAKINTHOS	JET2.COM LTD	S	17	0	0	11.8	17.6	29.4	11.8	11.8	17.6	0.0	0.0	0.0	0.0	0.0	26	87.5	17	16
<b>TOTAL ZAKINTHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>29.4</b>	<b>11.8</b>	<b>11.8</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>26</b>	<b>87.5</b>	<b>17</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>14.0</b>	<b>30.8</b>	<b>14.7</b>	<b>19.6</b>	<b>14.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>69.4</b>	<b>20</b>	<b>124</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	34	0	0	0.0	32.4	55.9	8.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	63.9	16	36
BUDAPEST	RYANAIR	S	26	0	0	0.0	3.8	42.3	7.7	26.9	15.4	3.8	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>8.3</b>	<b>13.3</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>20</b>	<b>63.9</b>	<b>16</b>	<b>36</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>8.3</b>	<b>13.3</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>20</b>	<b>63.9</b>	<b>16</b>	<b>36</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	6.3	50.0	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	16	73.7	11	19
KEFLAVIK	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	175	1
KEFLAVIK	WOW AIR	S	26	0	0	7.7	26.9	23.1	3.8	15.4	7.7	0.0	15.4	0.0	0.0	0.0	66	85.3	11	34
<b>TOTAL KEFLAVIK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.0</b>	<b>33.3</b>	<b>16.7</b>	<b>9.5</b>	<b>7.1</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>79.6</b>	<b>14</b>	<b>54</b>
<b>TOTAL ICELAND</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.0</b>	<b>33.3</b>	<b>16.7</b>	<b>9.5</b>	<b>7.1</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>79.6</b>	<b>14</b>	<b>54</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	78	0	2	5.0	40.0	33.8	12.5	2.5	0.0	3.8	0.0	0.0	0.0	2.5	12	79.5	9	78
<b>TOTAL CORK</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>40.0</b>	<b>33.8</b>	<b>12.5</b>	<b>2.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12</b>	<b>79.5</b>	<b>9</b>	<b>78</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DUBLIN	AER LINGUS	S	366	0	0	1.4	18.3	35.2	19.4	16.4	6.8	2.5	0.0	0.0	0.0	0.0	22	70.8	13	380	
DUBLIN	RYANAIR	S	198	0	0	5.1	23.2	32.3	13.6	15.7	8.6	1.0	0.5	0.0	0.0	0.0	21	73.2	13	198	
<b>TOTAL DUBLIN</b>			<b>564</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>20.0</b>	<b>34.2</b>	<b>17.4</b>	<b>16.1</b>	<b>7.4</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.6</b>	<b>13</b>	<b>578</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	52	0	0	7.7	53.8	25.0	3.8	1.9	3.8	1.9	1.9	0.0	0.0	0.0	13	73.1	34	52	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>53.8</b>	<b>25.0</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>34</b>	<b>52</b>	
SHANNON	AER LINGUS	S	50	0	0	4.0	28.0	44.0	22.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	10	52	
<b>TOTAL SHANNON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>28.0</b>	<b>44.0</b>	<b>22.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.9</b>	<b>10</b>	<b>52</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>744</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>25.1</b>	<b>34.2</b>	<b>16.2</b>	<b>12.7</b>	<b>5.9</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>72.9</b>	<b>14</b>	<b>760</b>	
<b>ISRAEL</b>																					
TEL AVIV	ISRAIR LTD	C	6	0	0	0.0	16.7	0.0	0.0	50.0	33.3	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISRAEL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	44	0	0	0.0	6.8	34.1	15.9	27.3	13.6	2.3	0.0	0.0	0.0	0.0	33	47.6	22	42	
<b>TOTAL BERGAMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>34.1</b>	<b>15.9</b>	<b>27.3</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>33</b>	<b>47.6</b>	<b>22</b>	<b>42</b>	
BOLOGNA	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	77.8	13	18	
<b>TOTAL BOLOGNA</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>12</b>	<b>77.8</b>	<b>13</b>	<b>18</b>	
FLORENCE	BA CITYFLYER LTD	S	10	0	0	10.0	30.0	30.0	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL FLORENCE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	94	0	2	2.1	10.4	24.0	21.9	21.9	12.5	2.1	3.1	0.0	0.0	2.1	36	62.5	19	95	
<b>TOTAL MILAN (MALPENSA)</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>2.1</b>	<b>10.4</b>	<b>24.0</b>	<b>21.9</b>	<b>21.9</b>	<b>12.5</b>	<b>2.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>36</b>	<b>62.5</b>	<b>19</b>	<b>95</b>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	24	0	0	0.0	20.8	25.0	20.8	29.2	4.2	0.0	0.0	0.0	0.0	0.0	22	93.8	5	16	
NAPLES	JET2.COM LTD	S	18	0	0	0.0	38.9	27.8	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	62.5	30	8	
<b>TOTAL NAPLES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>26.2</b>	<b>11.9</b>	<b>26.2</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>83.3</b>	<b>13</b>	<b>24</b>	
PISA	RYANAIR	S	26	0	0	0.0	19.2	23.1	26.9	26.9	3.8	0.0	0.0	0.0	0.0	0.0	21	65.4	20	26	
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>23.1</b>	<b>26.9</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>21</b>	<b>65.4</b>	<b>20</b>	<b>26</b>	
ROME (CIAMPINO)	RYANAIR	S	44	0	0	0.0	9.1	38.6	13.6	25.0	11.4	2.3	0.0	0.0	0.0	0.0	31	76.2	16	42	
<b>TOTAL ROME (CIAMPINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>38.6</b>	<b>13.6</b>	<b>25.0</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>31</b>	<b>76.2</b>	<b>16</b>	<b>42</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	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	12	0.0	0	0	
ROME (FIUMICINO)	BLUE PANORAMA	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	47	1	
ROME (FIUMICINO)	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	137	1	
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	93.8	2	16	
<b>TOTAL ROME (FIUMICINO)</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>26</b>	<b>78.9</b>	<b>12</b>	<b>18</b>	
TREVISO	RYANAIR	S	26	0	0	3.8	11.5	7.7	34.6	30.8	11.5	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>7.7</b>	<b>34.6</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>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
VENICE	EASYJET AIRLINE COMPANY LTD	S	32	0	2	2.9	8.8	35.3	23.5	20.6	2.9	0.0	0.0	0.0	0.0	5.9	22	44.1	36	34
VENICE	JET2.COM LTD	S	18	0	0	0.0	16.7	55.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	61.5	18	26
<b>TOTAL VENICE</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>11.5</b>	<b>42.3</b>	<b>25.0</b>	<b>13.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>17</b>	<b>51.7</b>	<b>28</b>	<b>60</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	0.0	27.8	22.2	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	62.5	20	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.5</b>	<b>20</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>375</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>14.5</b>	<b>29.8</b>	<b>19.8</b>	<b>22.2</b>	<b>9.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>28</b>	<b>63.9</b>	<b>20</b>	<b>333</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	18	0	0	0.0	22.2	66.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	18	16
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</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>0.0</b>	<b>8</b>	<b>75.0</b>	<b>18</b>	<b>16</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</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>0.0</b>	<b>8</b>	<b>75.0</b>	<b>18</b>	<b>16</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	34	0	0	0.0	11.8	20.6	20.6	26.5	17.6	2.9	0.0	0.0	0.0	0.0	34	64.7	24	33
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>20.6</b>	<b>20.6</b>	<b>26.5</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>34</b>	<b>64.7</b>	<b>24</b>	<b>33</b>
<b>TOTAL MALTA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>20.6</b>	<b>20.6</b>	<b>26.5</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>34</b>	<b>64.7</b>	<b>24</b>	<b>33</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	106	100.0	4	1
<b>TOTAL CANCUN</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>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>106</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
<b>TOTAL MEXICO</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>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>106</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	136	0	0	0.0	14.0	34.6	18.4	16.2	12.5	2.9	1.5	0.0	0.0	0.0	32	61.2	19	116
AMSTERDAM	KLM	S	299	0	1	0.3	19.0	43.7	17.3	13.3	5.7	0.0	0.3	0.0	0.0	0.3	18	70.2	13	357
<b>TOTAL AMSTERDAM</b>			<b>435</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>17.4</b>	<b>40.8</b>	<b>17.7</b>	<b>14.2</b>	<b>7.8</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>68.0</b>	<b>14</b>	<b>473</b>
EINDHOVEN	RYANAIR	S	26	0	0	0.0	23.1	34.6	19.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL EINDHOVEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>461</b>	<b>0</b>	<b>1</b>	<b>0.2</b>	<b>17.7</b>	<b>40.5</b>	<b>17.7</b>	<b>14.3</b>	<b>7.4</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>68.0</b>	<b>14</b>	<b>473</b>
<b>NORWAY</b>																				
BERGEN	LOGANAIR LTD	S	18	0	0	0.0	11.1	50.0	5.6	11.1	16.7	5.6	0.0	0.0	0.0	0.0	28	62.5	19	16
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>5.6</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>28</b>	<b>62.5</b>	<b>19</b>	<b>16</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	60	0	0	0.0	25.0	46.7	20.0	1.7	0.0	0.0	3.3	3.3	0.0	0.0	39	63.3	18	60
OSLO (GARDERMOEN)	SAS	S	16	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	5	12
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.6</b>	<b>43.4</b>	<b>18.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>16</b>	<b>72</b>
<b>TOTAL NORWAY</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.7</b>	<b>44.7</b>	<b>16.0</b>	<b>3.2</b>	<b>3.2</b>	<b>1.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>65.9</b>	<b>16</b>	<b>88</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	26	0	0	3.8	19.2	46.2	11.5	7.7	11.5	0.0	0.0	0.0	0.0	0.0	19	80.8	11	26
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</b>	<b>7.7</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>19</b>	<b>80.8</b>	<b>11</b>	<b>26</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
KATOWICE	RYANAIR	S	18	0	0	0.0	5.6	11.1	38.9	16.7	16.7	11.1	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</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>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	35.3	38.2	11.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	85.3	8	34	
KRAKOW	RYANAIR	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	15	91.2	7	34	
<b>TOTAL KRAKOW</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>30.9</b>	<b>41.2</b>	<b>13.2</b>	<b>7.4</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>88.2</b>	<b>7</b>	<b>68</b>	
POZNAN	RYANAIR	S	18	0	0	0.0	22.2	50.0	5.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	35	72.2	10	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</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>35</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	18	0	0	0.0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	0	0.0	20.8	50.0	12.5	12.5	4.2	0.0	0.0	0.0	0.0	0.0	12	88.5	6	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>50.0</b>	<b>12.5</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>88.5</b>	<b>6</b>	<b>26</b>	
WROCLAW	RYANAIR	S	16	0	0	0.0	12.5	37.5	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</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>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>20.2</b>	<b>36.7</b>	<b>17.0</b>	<b>13.8</b>	<b>8.5</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>84.8</b>	<b>8</b>	<b>138</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	52	0	0	5.8	48.1	36.5	3.8	1.9	0.0	0.0	3.8	0.0	0.0	0.0	12	83.3	6	48	
FARO	RYANAIR	S	34	0	0	5.9	20.6	50.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.3	13	34	
<b>TOTAL FARO</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>37.2</b>	<b>41.9</b>	<b>11.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.1</b>	<b>9</b>	<b>82</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	24	0	0	0.0	20.8	54.2	4.2	8.3	4.2	4.2	4.2	0.0	0.0	0.0	25	92.3	4	26	
<b>TOTAL LISBON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>54.2</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	81.3	11	16	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.3</b>	<b>11</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>33.6</b>	<b>43.0</b>	<b>10.9</b>	<b>4.7</b>	<b>0.8</b>	<b>0.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>8</b>	<b>124</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	55.6	27	18	
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL FUNCHAL</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>12</b>	<b>55.6</b>	<b>27</b>	<b>18</b>	
<b>TOTAL PORTUGAL</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>12</b>	<b>55.6</b>	<b>27</b>	<b>18</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	60	0	0	28.3	38.3	21.7	6.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.7	11	60	
<b>TOTAL DOHA HAMAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>38.3</b>	<b>21.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.7</b>	<b>11</b>	<b>60</b>	
<b>TOTAL QATAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>38.3</b>	<b>21.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>71.7</b>	<b>11</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	16	0	0	6.3	6.3	50.0	12.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	66.7	20	18	
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</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>19</b>	<b>66.7</b>	<b>20</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>50.0</b>	<b>12.5</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>19</b>	<b>66.7</b>	<b>20</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	33.3	11.1	38.9	5.6	0.0	0.0	0.0	0.0	0.0	28	44.4	34	18	
ALICANTE	JET2.COM LTD	S	56	0	0	8.9	30.4	35.7	16.1	8.9	0.0	0.0	0.0	0.0	0.0	0.0	10	73.4	13	64	
ALICANTE	RYANAIR	S	50	0	0	8.0	32.0	38.0	4.0	12.0	2.0	4.0	0.0	0.0	0.0	0.0	16	73.1	14	52	
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	75.0	51	16	
<b>TOTAL ALICANTE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>28.2</b>	<b>36.3</b>	<b>10.5</b>	<b>14.5</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>15</b>	<b>70.0</b>	<b>20</b>	<b>150</b>	
ALMERIA	JET2.COM LTD	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	4	90.0	4	10	
<b>TOTAL ALMERIA</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>4</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
BARCELONA	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	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	5.6	16.7	27.8	27.8	16.7	0.0	5.6	0.0	0.0	0.0	0.0	21	31.3	27	16	
BARCELONA	RYANAIR	S	60	0	0	0.0	8.3	56.7	15.0	10.0	8.3	1.7	0.0	0.0	0.0	0.0	20	45.9	29	60	
BARCELONA	VUELING AIRLINES	S	34	0	0	2.9	14.7	14.7	17.6	20.6	20.6	2.9	5.9	0.0	0.0	0.0	53	81.4	7	41	
<b>TOTAL BARCELONA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>11.5</b>	<b>38.9</b>	<b>17.7</b>	<b>14.2</b>	<b>10.6</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>56.7</b>	<b>21</b>	<b>117</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	25.0	25.0	31.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	18	47.1	37	17	
<b>TOTAL BILBAO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</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>0.0</b>	<b>18</b>	<b>47.1</b>	<b>37</b>	<b>17</b>	
GIRONA	JET2.COM LTD	S	18	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	61.1	15	18	
GIRONA	RYANAIR	S	16	0	0	0.0	6.3	31.3	18.8	18.8	12.5	12.5	0.0	0.0	0.0	0.0	45	94.4	4	18	
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>38.2</b>	<b>8.8</b>	<b>8.8</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>22</b>	<b>77.8</b>	<b>9</b>	<b>36</b>	
IBIZA	JET2.COM LTD	S	34	0	0	5.9	14.7	41.2	14.7	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	73.5	12	34	
IBIZA	RYANAIR	S	16	0	0	0.0	18.8	37.5	18.8	12.5	6.3	0.0	6.3	0.0	0.0	0.0	29	50.0	22	16	
<b>TOTAL IBIZA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>16.0</b>	<b>40.0</b>	<b>16.0</b>	<b>16.0</b>	<b>6.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.0</b>	<b>15</b>	<b>50</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	76	0	0	3.9	19.7	47.4	13.2	3.9	7.9	1.3	2.6	0.0	0.0	0.0	23	88.5	8	78	
MADRID	IBERIA EXPRESS	S	34	0	0	5.9	26.5	26.5	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	8	36	
<b>TOTAL MADRID</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>21.8</b>	<b>40.9</b>	<b>16.4</b>	<b>8.2</b>	<b>5.5</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>86.8</b>	<b>8</b>	<b>114</b>	
MAHON	BA CITYFLYER LTD	C	10	0	0	10.0	0.0	40.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	21	87.5	7	8	
MAHON	JET2.COM LTD	S	18	0	0	16.7	27.8	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	5	18	
<b>TOTAL MAHON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>17.9</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>13</b>	<b>84.6</b>	<b>6</b>	<b>26</b>	
MALAGA	BA CITYFLYER LTD	C	8	0	1	0.0	0.0	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	11.1	27	50.0	20	8	
MALAGA	JET2.COM LTD	S	48	0	0	6.3	25.0	50.0	12.5	4.2	2.1	0.0	0.0	0.0	0.0	0.0	8	72.9	13	48	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.3	21	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	RYANAIR	S	59	0	0	1.7	16.9	33.9	8.5	23.7	15.3	0.0	0.0	0.0	0.0	0.0	27	69.5	16	59	
<b>TOTAL MALAGA</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>19.0</b>	<b>40.5</b>	<b>11.2</b>	<b>16.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>67.9</b>	<b>16</b>	<b>131</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	5.6	11.1	44.4	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	9	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>44.4</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>9</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	50.0	20	8	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	15	0	0	0.0	6.7	53.3	20.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	22	80.0	9	15	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	10	0	0	10.0	30.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	80.0	10	10	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	27.8	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	12	16	
PALMA DE MALLORCA	JET2.COM LTD	S	60	0	0	6.7	30.0	41.7	13.3	5.0	3.3	0.0	0.0	0.0	0.0	0.0	9	73.3	12	60	
PALMA DE MALLORCA	RYANAIR	S	68	0	0	5.9	23.5	36.8	20.6	8.8	4.4	0.0	0.0	0.0	0.0	0.0	15	50.0	22	60	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	31	0	0	0.0	9.7	35.5	12.9	25.8	9.7	6.5	0.0	0.0	0.0	0.0	36	71.4	11	21	
<b>TOTAL PALMA DE MALLORCA</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>22.8</b>	<b>38.6</b>	<b>15.8</b>	<b>10.4</b>	<b>5.0</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>65.8</b>	<b>15</b>	<b>190</b>	
REUS	JET2.COM LTD	S	26	0	0	7.7	38.5	26.9	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	10	73.1	14	26	
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>26.9</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>0.0</b>	<b>10</b>	<b>73.1</b>	<b>14</b>	<b>26</b>	
SANTANDER	RYANAIR	S	16	0	0	0.0	6.3	50.0	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	4	16	
<b>TOTAL SANTANDER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>16</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	18.8	31.3	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	26	0	0	0.0	26.9	30.8	15.4	19.2	0.0	7.7	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>30.8</b>	<b>15.4</b>	<b>19.2</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>25</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	100.0	0	1	
<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>100.0</b>	<b>0</b>	<b>1</b>	
VIGO	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	5	56.3	28	16	
<b>TOTAL VIGO</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>5</b>	<b>56.3</b>	<b>28</b>	<b>16</b>	
<b>TOTAL SPAIN</b>			<b>930</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>21.8</b>	<b>38.1</b>	<b>14.9</b>	<b>12.7</b>	<b>5.4</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>19</b>	<b>69.9</b>	<b>16</b>	<b>918</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	16	0	0	12.5	31.3	43.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	10	18	
ARRECIFE	RYANAIR	S	18	0	0	11.1	11.1	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	16	18	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	9	10	
<b>TOTAL ARRECIFE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>23.8</b>	<b>47.6</b>	<b>16.7</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>0.0</b>	<b>7</b>	<b>80.4</b>	<b>12</b>	<b>46</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	33.3	22.2	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	78.9	8	17	
FUERTEVENTURA	RYANAIR	S	16	0	0	6.3	18.8	43.8	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	15	77.8	11	18	
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>20.6</b>	<b>32.4</b>	<b>17.6</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>11</b>	<b>78.4</b>	<b>10</b>	<b>35</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	33.3	38.9	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	76.5	7	17	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
LAS PALMAS	RYANAIR	S	18	0	0	16.7	27.8	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	12	16	
LAS PALMAS	TUI AIRWAYS LTD	C	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	13	75.0	10	8	
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>27.3</b>	<b>34.1</b>	<b>9.1</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>10</b>	<b>75.6</b>	<b>9</b>	<b>41</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	25	0	1	3.8	15.4	38.5	11.5	19.2	7.7	0.0	0.0	0.0	0.0	3.8	22	77.8	9	27	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	27	0	0	25.9	25.9	33.3	3.7	3.7	7.4	0.0	0.0	0.0	0.0	0.0	10	88.0	3	24	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	5.6	16.7	38.9	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	68.8	21	16	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	8.3	16.7	38.9	5.6	16.7	11.1	0.0	0.0	2.8	0.0	0.0	53	55.9	20	34	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	76.5	20	17	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>9.6</b>	<b>19.2</b>	<b>38.4</b>	<b>8.0</b>	<b>12.0</b>	<b>11.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>72.3</b>	<b>14</b>	<b>118</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>244</b>	<b>0</b>	<b>1</b>	<b>13.1</b>	<b>21.6</b>	<b>38.4</b>	<b>11.0</b>	<b>8.2</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>75.3</b>	<b>12</b>	<b>240</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	18	0	0	0.0	0.0	0.0	16.7	44.4	22.2	16.7	0.0	0.0	0.0	0.0	69	38.9	23	18	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</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>69</b>	<b>38.9</b>	<b>23</b>	<b>18</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	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	25	0.0	0	0	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	20	0	0	0.0	5.0	45.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	22	42.3	20	26	
STOCKHOLM (ARLANDA)	SAS	S	62	0	0	0.0	6.5	46.8	16.1	17.7	12.9	0.0	0.0	0.0	0.0	0.0	27	51.8	23	56	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.8</b>	<b>45.3</b>	<b>20.9</b>	<b>16.3</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>48.8</b>	<b>22</b>	<b>82</b>	
<b>TOTAL SWEDEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>37.5</b>	<b>20.2</b>	<b>21.2</b>	<b>13.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>47.0</b>	<b>22</b>	<b>100</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	76	0	0	3.9	26.3	36.8	15.8	7.9	6.6	0.0	2.6	0.0	0.0	0.0	21	74.4	18	78	
<b>TOTAL BALE MULHOUSE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>26.3</b>	<b>36.8</b>	<b>15.8</b>	<b>7.9</b>	<b>6.6</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.4</b>	<b>18</b>	<b>78</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	88	0	2	0.0	7.8	24.4	21.1	22.2	16.7	5.6	0.0	0.0	0.0	2.2	41	61.4	18	88	
<b>TOTAL GENEVA</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.8</b>	<b>24.4</b>	<b>21.1</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>2.2</b>	<b>41</b>	<b>61.4</b>	<b>18</b>	<b>88</b>	
ZURICH	BA CITYFLYER LTD	C	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	11	7	
ZURICH	EDELWEISS AIR	S	34	0	0	0.0	11.8	29.4	17.6	38.2	2.9	0.0	0.0	0.0	0.0	0.0	23	57.7	13	26	
ZURICH	SWISS AIR AMBULANCE	C	0	0	0	0.0	0.0	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>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>16.7</b>	<b>31.0</b>	<b>14.3</b>	<b>33.3</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>20</b>	<b>61.8</b>	<b>12</b>	<b>34</b>	
<b>TOTAL SWITZERLAND</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>16.3</b>	<b>30.3</b>	<b>17.8</b>	<b>19.2</b>	<b>10.1</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>29</b>	<b>66.5</b>	<b>17</b>	<b>200</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	0.0	23.5	23.5	23.5	23.5	5.9	0.0	0.0	0.0	0.0	45	26.3	33	16	
<b>TOTAL BODRUM (MILAS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>23.5</b>	<b>23.5</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>26.3</b>	<b>33</b>	<b>16</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	38.9	11.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	29	62.5	34	16	
DALAMAN	JET2.COM LTD	S	10	0	0	0.0	10.0	40.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	9	0	0	11.1	0.0	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	80.0	8	10	
<b>TOTAL DALAMAN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>8.1</b>	<b>48.6</b>	<b>8.1</b>	<b>21.6</b>	<b>8.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>69.2</b>	<b>24</b>	<b>26</b>	
ISTANBUL	THY TURKISH AIRLINES	S	60	0	0	5.0	28.3	31.7	26.7	6.7	1.7	0.0	0.0	0.0	0.0	0.0	11	60.0	17	60	
<b>TOTAL ISTANBUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>28.3</b>	<b>31.7</b>	<b>26.7</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>11</b>	<b>60.0</b>	<b>17</b>	<b>60</b>	
<b>TOTAL TURKEY</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>19.7</b>	<b>33.3</b>	<b>18.2</b>	<b>16.7</b>	<b>7.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>56.2</b>	<b>21</b>	<b>102</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	42	0	0	28.6	26.2	21.4	11.9	7.1	4.8	0.0	0.0	0.0	0.0	0.0	12	83.3	7	42	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>26.2</b>	<b>21.4</b>	<b>11.9</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>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>42</b>	
<b>TOTAL UNITED ARAB</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>26.2</b>	<b>21.4</b>	<b>11.9</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>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>42</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	219	0	1	3.2	36.4	35.5	8.6	9.5	5.9	0.5	0.0	0.0	0.0	0.5	13	72.8	16	268	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>36.4</b>	<b>35.5</b>	<b>8.6</b>	<b>9.5</b>	<b>5.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>72.8</b>	<b>16</b>	<b>268</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	204	0	0	1.0	24.0	38.2	15.7	10.3	6.4	2.9	1.5	0.0	0.0	0.0	22	68.1	15	166	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>24.0</b>	<b>38.2</b>	<b>15.7</b>	<b>10.3</b>	<b>6.4</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.1</b>	<b>15</b>	<b>166</b>	
BIRMINGHAM	FLYBE LTD	S	363	0	2	1.4	29.9	37.5	10.7	7.9	7.7	3.8	0.5	0.0	0.0	0.5	22	71.5	15	366	
<b>TOTAL BIRMINGHAM</b>			<b>363</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>29.9</b>	<b>37.5</b>	<b>10.7</b>	<b>7.9</b>	<b>7.7</b>	<b>3.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>71.5</b>	<b>15</b>	<b>366</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	204	0	8	3.3	22.2	28.8	14.2	14.2	10.8	0.9	1.9	0.0	0.0	3.8	28	74.1	18	216	
<b>TOTAL BRISTOL</b>			<b>204</b>	<b>0</b>	<b>8</b>	<b>3.3</b>	<b>22.2</b>	<b>28.8</b>	<b>14.2</b>	<b>14.2</b>	<b>10.8</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>28</b>	<b>74.1</b>	<b>18</b>	<b>216</b>	
CARDIFF WALES	FLYBE LTD	S	110	0	0	0.0	16.4	42.7	12.7	13.6	8.2	6.4	0.0	0.0	0.0	0.0	27	76.0	14	104	
<b>TOTAL CARDIFF WALES</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.4</b>	<b>42.7</b>	<b>12.7</b>	<b>13.6</b>	<b>8.2</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.0</b>	<b>14</b>	<b>104</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	149	0	3	0.7	38.8	39.5	4.6	7.2	7.2	0.0	0.0	0.0	0.0	2.0	12	82.1	19	156	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>38.8</b>	<b>39.5</b>	<b>4.6</b>	<b>7.2</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>82.1</b>	<b>19</b>	<b>156</b>	
EXETER	FLYBE LTD	S	60	0	0	0.0	15.0	45.0	18.3	13.3	8.3	0.0	0.0	0.0	0.0	0.0	20	83.3	13	60	
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>45.0</b>	<b>18.3</b>	<b>13.3</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>20</b>	<b>83.3</b>	<b>13</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	BA CITYFLYER LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC	S	194	0	0	4.6	41.2	33.0	10.8	5.7	2.6	2.1	0.0	0.0	0.0	0.0	12	78.1	11	196	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	244	0	1	2.4	23.7	27.3	18.4	14.7	7.8	3.3	2.0	0.0	0.0	0.4	28	47.6	33	247	
<b>TOTAL GATWICK</b>			<b>440</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>31.5</b>	<b>29.9</b>	<b>15.0</b>	<b>10.7</b>	<b>5.4</b>	<b>2.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>21</b>	<b>61.0</b>	<b>23</b>	<b>443</b>	
GLASGOW	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	73	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>73</b>	<b>1</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	610	0	4	2.3	41.2	38.6	12.1	4.1	1.0	0.0	0.2	0.0	0.0	0.7	8	74.7	14	653	
HEATHROW	FLYBE LTD	S	230	0	0	8.7	30.9	41.3	9.1	5.7	2.6	1.7	0.0	0.0	0.0	0.0	11	80.6	10	216	
<b>TOTAL HEATHROW</b>			<b>840</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>38.4</b>	<b>39.3</b>	<b>11.3</b>	<b>4.5</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>76.2</b>	<b>13</b>	<b>869</b>	
ISLE OF MAN	LOGANAIR LTD	S	36	0	0	13.9	22.2	25.0	5.6	2.8	16.7	13.9	0.0	0.0	0.0	0.0	40	82.4	6	34	
<b>TOTAL ISLE OF MAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>22.2</b>	<b>25.0</b>	<b>5.6</b>	<b>2.8</b>	<b>16.7</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>82.4</b>	<b>6</b>	<b>34</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	22.2	5.6	11.1	44.4	5.6	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
JERSEY	FLYBE LTD	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	6	81.3	20	16	
<b>TOTAL JERSEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>22.2</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>16</b>	<b>81.3</b>	<b>20</b>	<b>16</b>	
KIRKWALL	LOGANAIR LTD	S	171	0	0	5.8	31.0	36.8	15.2	5.8	4.1	1.2	0.0	0.0	0.0	0.0	13	63.6	15	162	
<b>TOTAL KIRKWALL</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>31.0</b>	<b>36.8</b>	<b>15.2</b>	<b>5.8</b>	<b>4.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.6</b>	<b>15</b>	<b>162</b>	
LONDON CITY	BA CITYFLYER LTD	S	388	0	4	4.3	37.0	30.4	9.4	8.7	7.7	1.5	0.0	0.0	0.0	1.0	16	79.0	11	433	
LONDON CITY	FLYBE LTD	S	200	0	2	2.0	27.7	41.1	12.4	7.4	5.9	2.5	0.0	0.0	0.0	1.0	17	79.3	12	205	
<b>TOTAL LONDON CITY</b>			<b>588</b>	<b>0</b>	<b>6</b>	<b>3.5</b>	<b>33.8</b>	<b>34.0</b>	<b>10.4</b>	<b>8.2</b>	<b>7.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>79.1</b>	<b>11</b>	<b>638</b>		
LUTON	EASYJET AIRLINE COMPANY LTD	S	184	0	0	3.8	25.5	28.3	16.8	17.9	6.0	0.5	1.1	0.0	0.0	0.0	21	57.8	26	192	
<b>TOTAL LUTON</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>25.5</b>	<b>28.3</b>	<b>16.8</b>	<b>17.9</b>	<b>6.0</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.8</b>	<b>26</b>	<b>192</b>	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MANCHESTER	FLYBE LTD	S	194	0	0	0.0	28.9	47.9	11.9	6.2	4.1	1.0	0.0	0.0	0.0	0.0	13	72.8	16	224	
<b>TOTAL MANCHESTER</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.9</b>	<b>47.9</b>	<b>11.9</b>	<b>6.2</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>13</b>	<b>72.9</b>	<b>16</b>	<b>225</b>	
NEWCASTLE	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	25	1	
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	17	0	1	0.0	11.1	50.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	5.6	14	62.5	30	16	
<b>TOTAL NEWQUAY</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</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>5.6</b>	<b>14</b>	<b>62.5</b>	<b>30</b>	<b>16</b>	
NORWICH	LOGANAIR LTD	S	124	0	2	2.4	41.3	31.7	4.8	7.1	3.2	4.8	3.2	0.0	0.0	1.6	22	91.8	5	134	
<b>TOTAL NORWICH</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>41.3</b>	<b>31.7</b>	<b>4.8</b>	<b>7.1</b>	<b>3.2</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>91.8</b>	<b>5</b>	<b>134</b>	
SOUTHAMPTON	FLYBE LTD	S	221	0	0	2.7	25.8	50.7	9.5	6.3	3.2	0.9	0.9	0.0	0.0	0.0	14	78.5	18	333	
<b>TOTAL SOUTHAMPTON</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>25.8</b>	<b>50.7</b>	<b>9.5</b>	<b>6.3</b>	<b>3.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.5</b>	<b>18</b>	<b>333</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	208	0	2	1.0	24.8	23.3	18.6	11.9	10.0	4.8	4.8	0.0	0.0	1.0	38	55.1	25	216	
STANSTED	RYANAIR	S	221	0	0	0.0	7.2	23.1	17.2	24.4	24.0	1.8	2.3	0.0	0.0	0.0	43	66.7	17	228	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 STANSTED</b>			<b>429</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>15.8</b>	<b>23.2</b>	<b>17.9</b>	<b>18.3</b>	<b>17.2</b>	<b>3.2</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>41</b>	<b>61.0</b>	<b>21</b>	<b>444</b>
STORNOWAY	LOGANAIR LTD	S	78	0	0	5.1	37.2	35.9	6.4	2.6	7.7	2.6	2.6	0.0	0.0	0.0	23	76.8	10	69
<b>TOTAL STORNOWAY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>37.2</b>	<b>35.9</b>	<b>6.4</b>	<b>2.6</b>	<b>7.7</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.8</b>	<b>10</b>	<b>69</b>
SUMBURGH	LOGANAIR LTD	S	183	0	15	7.1	30.3	32.3	8.6	5.6	4.5	3.0	1.0	0.0	0.0	7.6	19	75.2	18	157
<b>TOTAL SUMBURGH</b>			<b>183</b>	<b>0</b>	<b>15</b>	<b>7.1</b>	<b>30.3</b>	<b>32.3</b>	<b>8.6</b>	<b>5.6</b>	<b>4.5</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>19</b>	<b>75.2</b>	<b>18</b>	<b>157</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	42	0	4	2.2	21.7	41.3	10.9	6.5	8.7	0.0	0.0	0.0	0.0	8.7	17	77.9	8	64
<b>TOTAL WICK JOHN O GROATS</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>21.7</b>	<b>41.3</b>	<b>10.9</b>	<b>6.5</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>17</b>	<b>77.9</b>	<b>8</b>	<b>64</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>4892</b>	<b>0</b>	<b>49</b>	<b>3.0</b>	<b>30.1</b>	<b>35.5</b>	<b>12.1</b>	<b>9.2</b>	<b>6.4</b>	<b>2.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>72.6</b>	<b>16</b>	<b>5135</b>
CHICAGO (O'HARE)	UNITED AIRLINES	S	60	0	0	16.7	40.0	30.0	3.3	6.7	1.7	1.7	0.0	0.0	0.0	0.0	10	67.2	30	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>40.0</b>	<b>30.0</b>	<b>3.3</b>	<b>6.7</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>67.2</b>	<b>30</b>	<b>60</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	60	0	0	23.3	46.7	8.3	1.7	10.0	6.7	1.7	1.7	0.0	0.0	0.0	18	83.3	9	60
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	60	0	1	27.9	34.4	3.3	3.3	8.2	14.8	0.0	6.6	0.0	0.0	1.6	30	80.6	14	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>25.6</b>	<b>40.5</b>	<b>5.8</b>	<b>2.5</b>	<b>9.1</b>	<b>10.7</b>	<b>0.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>82.0</b>	<b>11</b>	<b>120</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	26.7	35.0	18.3	6.7	5.0	3.3	5.0	0.0	0.0	0.0	0.0	15	67.5	27	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>35.0</b>	<b>18.3</b>	<b>6.7</b>	<b>5.0</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.5</b>	<b>27</b>	<b>120</b>
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	32	0	2	17.6	14.7	32.4	11.8	11.8	0.0	5.9	0.0	0.0	0.0	5.9	20	48.4	36	31
<b>TOTAL NEWBURGH/USA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>17.6</b>	<b>14.7</b>	<b>32.4</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>5.9</b>	<b>20</b>	<b>48.4</b>	<b>36</b>	<b>31</b>
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	25	0	1	34.6	19.2	19.2	15.4	3.8	3.8	0.0	0.0	0.0	0.0	3.8	10	66.7	12	17
<b>TOTAL PROVIDENCE</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>34.6</b>	<b>19.2</b>	<b>19.2</b>	<b>15.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>10</b>	<b>66.7</b>	<b>12</b>	<b>17</b>
SANFORD	TUI AIRWAYS 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	73	100.0	0	1
<b>TOTAL SANFORD</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>73</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	60	0	0	31.7	41.7	15.0	3.3	3.3	1.7	3.3	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>31.7</b>	<b>41.7</b>	<b>15.0</b>	<b>3.3</b>	<b>3.3</b>	<b>1.7</b>	<b>3.3</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>
WINDSOR LOCKS BRADLEY INTL	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	50.0	48	12
<b>TOTAL WINDSOR LOCKS BRADLEY INTL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>48</b>	<b>12</b>
<b>TOTAL USA</b>			<b>359</b>	<b>0</b>	<b>4</b>	<b>25.1</b>	<b>35.5</b>	<b>16.8</b>	<b>5.2</b>	<b>7.2</b>	<b>5.2</b>	<b>2.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>70.1</b>	<b>23</b>	<b>361</b>
<b>TOTAL EDINBURGH</b>			<b>11010</b>	<b>0</b>	<b>88</b>	<b>3.9</b>	<b>25.1</b>	<b>34.8</b>	<b>14.0</b>	<b>11.7</b>	<b>7.1</b>	<b>1.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>70.6</b>	<b>16</b>	<b>10926</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EXETER (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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	8	0	0	0.0	0.0	75.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	36	85.7	11	7	
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>85.7</b>	<b>11</b>	<b>7</b>	
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	44	50.0	25	7	
<b>TOTAL PAPHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</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>44</b>	<b>50.0</b>	<b>25</b>	<b>7</b>	
<b>TOTAL CYPRUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>41.2</b>	<b>5.9</b>	<b>23.5</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>66.7</b>	<b>18</b>	<b>14</b>	
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	10	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	39	100.0	4	8	
<b>TOTAL BERGERAC</b>			<b>10</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>39</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
GUYANCOURT	FLYBE 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 GUYANCOURT</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>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	60	0	0	0.0	25.0	53.3	13.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	76.7	20	60	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>53.3</b>	<b>13.3</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>9</b>	<b>76.7</b>	<b>20</b>	<b>60</b>	
RENNES	FLYBE LTD	S	10	0	0	0.0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	8	
<b>TOTAL RENNES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</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>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TARBES-LOURDES INTERNATIONAL	FLYBE LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	111	1	
<b>TOTAL TARBES-LOURDES 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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>111</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>25.6</b>	<b>46.3</b>	<b>11.0</b>	<b>9.8</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>13</b>	<b>80.5</b>	<b>18</b>	<b>77</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	12	9	
<b>TOTAL CORFU</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>12</b>	<b>9</b>	
RHODES	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	87.5	8	8	
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>25</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL GREECE</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>17</b>	<b>88.2</b>	<b>10</b>	<b>17</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	60	0	0	6.7	55.0	25.0	5.0	0.0	5.0	3.3	0.0	0.0	0.0	0.0	11	85.0	8	60	
<b>TOTAL DUBLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>55.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.0</b>	<b>8</b>	<b>60</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>55.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.0</b>	<b>8</b>	<b>60</b>	
<b>ITALY</b>																					
NAPLES	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	12	1	
<b>TOTAL NAPLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</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>100.0</b>	<b>12</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	60	0	0	0.0	21.7	43.3	20.0	5.0	6.7	1.7	1.7	0.0	0.0	0.0	20	86.7	11	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 AMSTERDAM</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>43.3</b>	<b>20.0</b>	<b>5.0</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>86.7</b>	<b>11</b>	<b>60</b>
<b>TOTAL NETHERLANDS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>43.3</b>	<b>20.0</b>	<b>5.0</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>86.7</b>	<b>11</b>	<b>60</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	FLYBE LTD	S	17	1	0	0.0	33.3	38.9	0.0	5.6	16.7	0.0	0.0	0.0	5.6	0.0	22	81.3	11	16
FARO	TUI AIRWAYS LTD	C	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	80.0	4	10
<b>TOTAL FARO</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>38.5</b>	<b>0.0</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>15</b>	<b>80.8</b>	<b>8</b>	<b>26</b>
<b>TOTAL PORTUGAL</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>38.5</b>	<b>0.0</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>15</b>	<b>80.8</b>	<b>8</b>	<b>26</b>
<b>SPAIN</b>																				
ALICANTE	FLYBE LTD	S	34	0	0	0.0	11.8	52.9	8.8	14.7	11.8	0.0	0.0	0.0	0.0	0.0	21	60.6	42	33
<b>TOTAL ALICANTE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>52.9</b>	<b>8.8</b>	<b>14.7</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>21</b>	<b>60.6</b>	<b>42</b>	<b>33</b>
IBIZA	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	8
<b>TOTAL IBIZA</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>2</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
MAHON	TUI AIRWAYS LTD	C	18	0	0	5.6	50.0	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	17	18
<b>TOTAL MAHON</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>0.0</b>	<b>8</b>	<b>55.6</b>	<b>17</b>	<b>18</b>
MALAGA	FLYBE LTD	S	34	0	0	0.0	41.2	41.2	14.7	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8	70.6	17	34
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>41.2</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>0.0</b>	<b>8</b>	<b>70.6</b>	<b>17</b>	<b>34</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	60.0	30	10
PALMA DE MALLORCA	ALBA STAR	C	8	0	0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
PALMA DE MALLORCA	FLYBE LTD	C	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
PALMA DE MALLORCA	FLYBE LTD	S	26	0	0	0.0	11.5	38.5	26.9	7.7	11.5	0.0	3.8	0.0	0.0	0.0	32	50.0	23	16
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	100.0	1	8
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	28	0	0	10.7	35.7	32.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	9	88.5	5	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>30.0</b>	<b>30.0</b>	<b>15.7</b>	<b>10.0</b>	<b>5.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>13</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>31.7</b>	<b>37.8</b>	<b>12.2</b>	<b>9.1</b>	<b>4.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.9</b>	<b>20</b>	<b>153</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	TUI AIRWAYS LTD	C	16	0	0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	2	18
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>4</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	11	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>62.5</b>	<b>11</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	87.5	22	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>75.0</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>7</b>	<b>87.5</b>	<b>22</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>34.4</b>	<b>40.6</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>9</b>	<b>34</b>
<b>TURKEY</b>																				
DALAMAN	FREEBIRD AIRLINES	C	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	6	87.5	4	8
<b>TOTAL DALAMAN</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>6</b>	<b>87.5</b>	<b>4</b>	<b>8</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 TURKEY</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>6</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	59	1	0	0.0	16.7	55.0	15.0	8.3	3.3	0.0	0.0	0.0	1.7	0.0	13	76.7	13	60	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.0</b>	<b>15.0</b>	<b>8.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>13</b>	<b>76.7</b>	<b>13</b>	<b>60</b>	
<b>BIRMINGHAM</b>																					
BIRMINGHAM	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
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	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>EDINBURGH</b>																					
EDINBURGH	FLYBE LTD	S	62	0	0	0.0	12.9	50.0	16.1	11.3	9.7	0.0	0.0	0.0	0.0	0.0	19	80.0	13	60	
<b>TOTAL EDINBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>50.0</b>	<b>16.1</b>	<b>11.3</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>19</b>	<b>80.0</b>	<b>13</b>	<b>60</b>	
<b>GLASGOW</b>																					
GLASGOW	FLYBE LTD	S	60	0	0	0.0	20.0	48.3	18.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	16	75.0	16	60	
<b>TOTAL GLASGOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>48.3</b>	<b>18.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>16</b>	<b>60</b>	
<b>GUERNSEY</b>																					
GUERNSEY	AURIGNY AIR SERVICES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1	
GUERNSEY	FLYBE LTD	S	52	0	0	3.8	36.5	36.5	7.7	5.8	9.6	0.0	0.0	0.0	0.0	0.0	14	83.9	14	56	
<b>TOTAL GUERNSEY</b>			<b>52</b>	<b>1</b>	<b>0</b>	<b>3.8</b>	<b>35.8</b>	<b>35.8</b>	<b>7.5</b>	<b>5.7</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>14</b>	<b>84.2</b>	<b>13</b>	<b>57</b>	
<b>ISLES OF SCILLY (ST.MARYS)</b>																					
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	194	0	2	5.1	36.2	45.9	5.6	1.0	3.1	2.0	0.0	0.0	0.0	1.0	10	80.0	8	189	
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>194</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>36.2</b>	<b>45.9</b>	<b>5.6</b>	<b>1.0</b>	<b>3.1</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>80.0</b>	<b>8</b>	<b>189</b>	
<b>JERSEY</b>																					
JERSEY	FLYBE LTD	S	55	2	0	5.3	36.8	29.8	10.5	8.8	5.3	0.0	0.0	0.0	3.5	0.0	13	85.2	12	54	
<b>TOTAL JERSEY</b>			<b>55</b>	<b>2</b>	<b>0</b>	<b>5.3</b>	<b>36.8</b>	<b>29.8</b>	<b>10.5</b>	<b>8.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>13</b>	<b>85.2</b>	<b>12</b>	<b>54</b>	
<b>LONDON CITY</b>																					
LONDON CITY	FLYBE LTD	S	60	0	0	0.0	36.7	48.3	5.0	3.3	5.0	0.0	1.7	0.0	0.0	0.0	15	86.0	19	57	
<b>TOTAL LONDON CITY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.7</b>	<b>48.3</b>	<b>5.0</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.0</b>	<b>19</b>	<b>57</b>	
<b>MANCHESTER</b>																					
MANCHESTER	AURIGNY AIR SERVICES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
MANCHESTER	FLYBE LTD	S	160	2	0	2.5	37.0	35.8	13.0	6.8	2.5	1.2	0.0	0.0	1.2	0.0	12	88.8	8	224	
<b>TOTAL MANCHESTER</b>			<b>160</b>	<b>3</b>	<b>0</b>	<b>2.5</b>	<b>36.8</b>	<b>35.6</b>	<b>12.9</b>	<b>6.7</b>	<b>2.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>12</b>	<b>88.4</b>	<b>8</b>	<b>224</b>	
<b>NEWCASTLE</b>																					
NEWCASTLE	FLYBE LTD	S	60	0	0	3.3	43.3	36.7	6.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	14	70.0	18	60	
<b>TOTAL NEWCASTLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>36.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.0</b>	<b>18</b>	<b>60</b>	
<b>NORWICH</b>																					
NORWICH	FLYBE LTD	S	34	0	0	0.0	29.4	44.1	8.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	28	36	
<b>TOTAL NORWICH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>44.1</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>0.0</b>	<b>10</b>	<b>44.4</b>	<b>28</b>	<b>36</b>	
<b>SOUTHAMPTON</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	87.5	20	8	
<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>87.5</b>	<b>20</b>	<b>8</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>797</b>	<b>7</b>	<b>2</b>	<b>2.6</b>	<b>32.1</b>	<b>42.7</b>	<b>10.2</b>	<b>6.1</b>	<b>4.1</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>0.2</b>	<b>13</b>	<b>80.5</b>	<b>12</b>	<b>866</b>	
<b>TOTAL EXETER</b>			<b>1271</b>	<b>8</b>	<b>2</b>	<b>3.0</b>	<b>31.6</b>	<b>41.5</b>	<b>10.9</b>	<b>6.4</b>	<b>4.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>0.2</b>	<b>13</b>	<b>79.9</b>	<b>13</b>	<b>1316</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	50	0	0	0.0	16.0	40.0	22.0	16.0	4.0	0.0	0.0	2.0	0.0	0.0	25	52.4	27	42	
TIRANA	ENTER AIR	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
TIRANA	TITAN AIRWAYS 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	59	100.0	15	1	
<b>TOTAL TIRANA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.8</b>	<b>37.0</b>	<b>20.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>26</b>	<b>51.1</b>	<b>27</b>	<b>43</b>	
<b>TOTAL ALBANIA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.8</b>	<b>37.0</b>	<b>20.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>26</b>	<b>51.1</b>	<b>27</b>	<b>43</b>	
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	50	0	0	2.0	16.0	54.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	17	61.5	20	49	
<b>TOTAL ALGIERS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>16.0</b>	<b>54.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.5</b>	<b>20</b>	<b>49</b>	
<b>TOTAL ALGERIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>16.0</b>	<b>54.0</b>	<b>12.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.5</b>	<b>20</b>	<b>49</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	0.0	30.8	38.5	7.7	7.7	7.7	0.0	0.0	7.7	0.0	0.0	48	88.9	12	18	
<b>TOTAL ANTIGUA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>89.5</b>	<b>11</b>	<b>19</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>89.5</b>	<b>11</b>	<b>19</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	35	0	0	25.7	42.9	14.3	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BUENOS AIRES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>42.9</b>	<b>14.3</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ARGENTINA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>42.9</b>	<b>14.3</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	30	0	0	0.0	6.7	23.3	23.3	20.0	16.7	10.0	0.0	0.0	0.0	0.0	44	63.3	33	30	
INNSBRUCK	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	30.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	27	87.5	5	8	
<b>TOTAL INNSBRUCK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.5</b>	<b>25.0</b>	<b>22.5</b>	<b>22.5</b>	<b>15.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>68.4</b>	<b>27</b>	<b>38</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	52	0	0	5.8	19.2	61.5	5.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	80.8	12	52	
SALZBURG	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	20.0	30.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	48	75.0	11	8	
<b>TOTAL SALZBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>16.1</b>	<b>54.8</b>	<b>9.7</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>16</b>	<b>80.0</b>	<b>12</b>	<b>60</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	153	0	0	0.0	7.2	44.4	15.0	19.6	10.5	2.6	0.7	0.0	0.0	0.0	28	53.6	28	112	
<b>TOTAL VIENNA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.2</b>	<b>44.4</b>	<b>15.0</b>	<b>19.6</b>	<b>10.5</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>53.6</b>	<b>28</b>	<b>112</b>	
<b>TOTAL AUSTRIA</b>			<b>255</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>9.4</b>	<b>43.9</b>	<b>14.9</b>	<b>16.9</b>	<b>10.6</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>63.8</b>	<b>23</b>	<b>210</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	87.5	8	8		
<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>87.5</b>	<b>8</b>	<b>8</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>87.5</b>	<b>8</b>	<b>8</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	60	0	0	0.0	53.3	35.0	6.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	6	82.1	12	56	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	8.3	28.3	25.0	6.7	10.0	15.0	1.7	5.0	0.0	0.0	0.0	33	88.7	5	60
<b>TOTAL BRIDGETOWN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>40.8</b>	<b>30.0</b>	<b>6.7</b>	<b>6.7</b>	<b>8.3</b>	<b>0.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.6</b>	<b>9</b>	<b>116</b>
<b>TOTAL BARBADOS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>40.8</b>	<b>30.0</b>	<b>6.7</b>	<b>6.7</b>	<b>8.3</b>	<b>0.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>85.6</b>	<b>9</b>	<b>116</b>
<b>BELARUS</b>																				
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	34	0	0	0.0	32.4	55.9	8.8	0.0	2.9	0.0	0.0	0.0	0.0	0.0	8	52.9	16	34
<b>TOTAL MINSK INT'L</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>55.9</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>52.9</b>	<b>16</b>	<b>34</b>
<b>TOTAL BELARUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>55.9</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>52.9</b>	<b>16</b>	<b>34</b>
<b>BERMUDA</b>																				
BERMUDA	BRITISH AIRWAYS PLC	S	60	0	0	8.3	36.7	33.3	6.7	5.0	6.7	0.0	3.3	0.0	0.0	0.0	18	86.9	8	61
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.7</b>	<b>33.3</b>	<b>6.7</b>	<b>5.0</b>	<b>6.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.9</b>	<b>8</b>	<b>61</b>
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.7</b>	<b>33.3</b>	<b>6.7</b>	<b>5.0</b>	<b>6.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.9</b>	<b>8</b>	<b>61</b>
<b>BULGARIA</b>																				
BURGAS	BH AIR	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	19	37.5	19	8
BURGAS	NORWEGIAN AIR INTERNATIONAL	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	10	0.0	0	0
BURGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	35	66.7	14	24
BURGAS	TUI AIRWAYS LTD	C	26	0	0	0.0	26.9	57.7	3.8	3.8	0.0	7.7	0.0	0.0	0.0	0.0	15	55.6	17	27
<b>TOTAL BURGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>10.0</b>	<b>16.7</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>21</b>	<b>57.6</b>	<b>16</b>	<b>59</b>
SOFIA	BULGARIA 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	26	1
SOFIA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	3.4	20.7	48.3	6.9	12.1	6.9	1.7	0.0	0.0	0.0	0.0	18	73.3	13	60
SOFIA	THY TURKISH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
SOFIA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0
<b>TOTAL SOFIA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>20.3</b>	<b>47.5</b>	<b>6.8</b>	<b>11.9</b>	<b>8.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.0</b>	<b>14</b>	<b>62</b>
VARNA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	12.5	18.8	37.5	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	16	72.7	15	22
VARNA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	30.0	0.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL VARNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>34.6</b>	<b>7.7</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>24</b>	<b>72.7</b>	<b>15</b>	<b>22</b>
<b>TOTAL BULGARIA</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>18.6</b>	<b>46.2</b>	<b>8.3</b>	<b>15.2</b>	<b>4.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>65.7</b>	<b>15</b>	<b>143</b>
<b>CANADA</b>																				
CALGARY	AIR TRANSAT	S	24	0	0	8.3	12.5	25.0	20.8	20.8	12.5	0.0	0.0	0.0	0.0	0.0	26	55.6	50	18
CALGARY	WEST JET AIRLINES	S	49	0	0	8.2	30.6	24.5	14.3	12.2	4.1	0.0	6.1	0.0	0.0	0.0	26	80.0	11	50
<b>TOTAL CALGARY</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>24.7</b>	<b>24.7</b>	<b>16.4</b>	<b>15.1</b>	<b>6.8</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>73.5</b>	<b>22</b>	<b>68</b>
EDMONTON	WEST JET AIRLINES	S	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	19	4
<b>TOTAL EDMONTON</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>19</b>	<b>4</b>
GANDER	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

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 GANDER</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>	
HALIFAX INT	WEST JET AIRLINES	S	58	0	2	1.7	10.0	45.0	18.3	15.0	6.7	0.0	0.0	0.0	0.0	3.3	19	0.0	0	0	
<b>TOTAL HALIFAX INT</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>10.0</b>	<b>45.0</b>	<b>18.3</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>3.3</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MONTREAL (DORVAL)	AIR TRANSAT	S	22	0	0	4.5	27.3	40.9	4.5	4.5	9.1	4.5	4.5	0.0	0.0	0.0	27	55.0	34	20	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>40.9</b>	<b>4.5</b>	<b>4.5</b>	<b>9.1</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.0</b>	<b>34</b>	<b>20</b>	
OTTAWA INTERNATIONAL	WEST JET AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	11	60	
<b>TOTAL OTTAWA 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>76.7</b>	<b>11</b>	<b>60</b>	
ST JOHNS	WEST JET 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	1	0.0	0	0	
<b>TOTAL ST JOHNS</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>	
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	55.6	22	36	
TORONTO	AIR TRANSAT	S	70	0	0	1.4	12.9	41.4	11.4	18.6	12.9	0.0	0.0	1.4	0.0	0.0	30	58.6	24	70	
TORONTO	BRITISH AIRWAYS PLC	S	26	0	0	11.5	15.4	34.6	19.2	7.7	7.7	3.8	0.0	0.0	0.0	0.0	21	0.0	0	0	
TORONTO	WEST JET AIRLINES	S	59	0	3	11.3	17.7	35.5	12.9	9.7	3.2	3.2	1.6	0.0	0.0	4.8	23	75.0	13	60	
<b>TOTAL TORONTO</b>			<b>155</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>15.2</b>	<b>38.0</b>	<b>13.3</b>	<b>13.3</b>	<b>8.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>1.9</b>	<b>26</b>	<b>63.9</b>	<b>19</b>	<b>166</b>	
VANCOUVER	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	65.0	23	20	
VANCOUVER	AIR TRANSAT	S	52	0	0	1.9	32.7	30.8	19.2	13.5	1.9	0.0	0.0	0.0	0.0	0.0	13	60.4	30	48	
VANCOUVER	WEST JET AIRLINES	S	51	0	0	11.8	29.4	37.3	11.8	3.9	0.0	0.0	5.9	0.0	0.0	0.0	19	75.0	21	52	
<b>TOTAL VANCOUVER</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.1</b>	<b>34.0</b>	<b>15.5</b>	<b>8.7</b>	<b>1.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>67.5</b>	<b>25</b>	<b>120</b>	
WINNIPEG	WEST JET AIRLINES	S	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	80	100.0	6	2	
<b>TOTAL WINNIPEG</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>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>TOTAL CANADA</b>			<b>421</b>	<b>0</b>	<b>5</b>	<b>6.3</b>	<b>20.4</b>	<b>35.9</b>	<b>15.0</b>	<b>12.0</b>	<b>5.9</b>	<b>0.9</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>67.7</b>	<b>21</b>	<b>440</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	28	0	0	0.0	7.1	42.9	21.4	17.9	3.6	3.6	3.6	0.0	0.0	0.0	28	53.8	18	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>42.9</b>	<b>21.4</b>	<b>17.9</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>28</b>	<b>53.8</b>	<b>18</b>	<b>26</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	17	0	0	5.9	29.4	47.1	0.0	5.9	11.8	0.0	0.0	0.0	0.0	0.0	15	50.0	19	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>47.1</b>	<b>0.0</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>15</b>	<b>50.0</b>	<b>19</b>	<b>18</b>	
<b>TOTAL CAPE VERDE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>15.6</b>	<b>44.4</b>	<b>13.3</b>	<b>13.3</b>	<b>6.7</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>52.3</b>	<b>18</b>	<b>44</b>	
<b>CHINA</b>																					
TIANJIN	TIANJIN AIRLINES	S	18	0	0	33.3	22.2	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	16	
<b>TOTAL TIANJIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</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>0.0</b>	<b>8</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL CHINA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</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>0.0</b>	<b>8</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>COSTA RICA</b>																					
LIBERIA	TUI AIRWAYS LTD	C	8	0	0	25.0	0.0	50.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	49	62.5	19	8	
<b>TOTAL LIBERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>62.5</b>	<b>19</b>	<b>8</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	17	0	0	5.9	23.5	41.2	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	47.1	25	17	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 SAN JOSE COST RICA			17	0	0	5.9	23.5	41.2	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	47.1	25	17
TOTAL COSTA RICA			25	0	0	12.0	16.0	44.0	12.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	24	52.0	23	25
CROATIA																				
DUBROVNIK	BRITISH AIRWAYS PLC	S	96	0	0	4.2	27.1	42.7	17.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	82.1	10	78
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	80	0	0	0.0	12.5	42.5	16.3	16.3	8.8	1.3	1.3	1.3	0.0	0.0	32	61.8	20	76
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	73.8	10	42
DUBROVNIK	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	16
DUBROVNIK	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
DUBROVNIK	TUI AIRWAYS LTD	S	15	0	0	0.0	6.7	80.0	6.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	21	88.9	7	18
TOTAL DUBROVNIK			202	0	0	2.0	19.8	46.5	15.8	10.4	3.5	0.5	1.0	0.5	0.0	0.0	19	74.8	13	230
PULA	EASYJET AIRLINE COMPANY LTD	S	22	0	0	0.0	0.0	40.9	27.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	23	45.0	38	20
PULA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	55.6	11.1	5.6	0.0	0.0	0.0	11.1	0.0	0.0	62	62.5	15	16
TOTAL PULA			40	0	0	0.0	7.5	47.5	20.0	20.0	0.0	0.0	0.0	5.0	0.0	0.0	41	52.8	28	36
SPLIT	CROATIA AIRLINES	S	18	0	0	0.0	5.6	11.1	22.2	5.6	50.0	5.6	0.0	0.0	0.0	0.0	66	61.1	17	18
SPLIT	EASYJET AIRLINE COMPANY LTD	S	116	0	1	0.9	22.2	41.0	13.7	12.0	5.1	3.4	0.9	0.0	0.0	0.9	22	66.7	19	114
SPLIT	NORWEGIAN AIR INTERNATIONAL	C	18	0	0	0.0	44.4	38.9	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
SPLIT	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	5.6	38.9	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	27	62.5	18	16
SPLIT	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	18.8	75.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	60.0	12	10
TOTAL SPLIT			186	0	1	0.5	20.9	40.6	15.5	8.6	10.2	2.7	0.5	0.0	0.0	0.5	24	65.2	18	158
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	80.8	12	26
TOTAL ZAGREB			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.8	12	26
TOTAL CROATIA																				
CUBA																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES 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
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	8	0	1	22.2	0.0	11.1	0.0	22.2	11.1	22.2	0.0	0.0	0.0	11.1	57	100.0	3	8
TOTAL CUNAGUA (CAYO COCO)			8	0	2	20.0	0.0	10.0	0.0	20.0	10.0	20.0	0.0	0.0	0.0	20.0	57	100.0	3	8
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	11.8	17.6	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	19	88.9	2	18
TOTAL HAVANA			17	0	0	11.8	17.6	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	19	88.9	2	18
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	56	75.0	17	8
TOTAL HOLGUIN (FRANK PAIS)			8	0	0	0.0	12.5	12.5	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	56	75.0	17	8
VARADERO	TUI AIRWAYS LTD	C	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	10	20.0	42	10

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
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	87.5	4	8
<b>TOTAL VARADERO</b>			<b>9</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>0.0</b>	<b>10</b>	<b>50.0</b>	<b>25</b>	<b>18</b>
<b>TOTAL CUBA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>9.1</b>	<b>29.5</b>	<b>13.6</b>	<b>13.6</b>	<b>13.6</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>32</b>	<b>75.0</b>	<b>13</b>	<b>52</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	36	0	0	5.6	16.7	47.2	19.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	22	24
LARNACA	COBALT	S	70	0	0	10.0	18.6	30.0	11.4	24.3	2.9	2.9	0.0	0.0	0.0	0.0	19	0.0	0	0
LARNACA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	1.7	23.3	25.0	31.7	11.7	5.0	1.7	0.0	0.0	0.0	41	51.7	26	60
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	75.0	10	16
LARNACA	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	8
LARNACA	NORWEGIAN AIR INTERNATIONAL	S	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	8	56.3	40	16
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	0.0	0	87.5	6	8
LARNACA	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	3.8	15.4	11.5	38.5	15.4	11.5	0.0	0.0	0.0	0.0	48	22.2	35	27
LARNACA	TUI AIRWAYS LTD	C	42	0	0	4.8	16.7	35.7	11.9	11.9	11.9	7.1	0.0	0.0	0.0	0.0	30	67.6	15	34
<b>TOTAL LARNACA</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>12.7</b>	<b>32.7</b>	<b>17.3</b>	<b>21.2</b>	<b>6.9</b>	<b>4.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>56.0</b>	<b>23</b>	<b>193</b>
PAPHOS	BRITISH AIRWAYS PLC	S	48	0	0	4.2	14.6	35.4	22.9	12.5	6.3	4.2	0.0	0.0	0.0	0.0	24	71.4	10	42
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	120	0	0	0.0	4.2	44.2	18.3	18.3	11.7	3.3	0.0	0.0	0.0	0.0	29	51.7	21	120
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	75.0	11	16
PAPHOS	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
PAPHOS	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	11.8	11.8	29.4	35.3	11.8	0.0	0.0	0.0	0.0	0.0	31	60.0	14	25
PAPHOS	TUI AIRWAYS LTD	C	42	0	0	0.0	21.4	23.8	23.8	19.0	11.9	0.0	0.0	0.0	0.0	0.0	25	54.9	22	51
<b>TOTAL PAPHOS</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>11.1</b>	<b>35.7</b>	<b>20.9</b>	<b>18.3</b>	<b>10.2</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>57.9</b>	<b>18</b>	<b>254</b>
<b>TOTAL CYPRUS</b>			<b>495</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>11.9</b>	<b>34.1</b>	<b>19.0</b>	<b>19.8</b>	<b>8.5</b>	<b>3.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>57.0</b>	<b>20</b>	<b>447</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	111	0	0	0.9	12.6	32.4	23.4	15.3	10.8	3.6	0.9	0.0	0.0	0.0	30	53.6	27	110
PRAGUE	SMARTWINGS	S	34	0	0	0.0	8.8	8.8	26.5	29.4	23.5	2.9	0.0	0.0	0.0	0.0	43	51.6	27	64
<b>TOTAL PRAGUE</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>11.7</b>	<b>26.9</b>	<b>24.1</b>	<b>18.6</b>	<b>13.8</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>52.8</b>	<b>27</b>	<b>174</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>11.7</b>	<b>26.9</b>	<b>24.1</b>	<b>18.6</b>	<b>13.8</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>52.8</b>	<b>27</b>	<b>174</b>
<b>DENMARK</b>																				
AALBORG	NORWEGIAN AIR INTERNATIONAL	S	20	0	3	0.0	17.4	34.8	0.0	8.7	17.4	0.0	8.7	0.0	0.0	13.0	41	50.0	29	26
<b>TOTAL AALBORG</b>			<b>20</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>17.4</b>	<b>34.8</b>	<b>0.0</b>	<b>8.7</b>	<b>17.4</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>41</b>	<b>50.0</b>	<b>29</b>	<b>26</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	168	0	0	4.8	22.0	43.5	11.3	8.3	8.9	0.0	1.2	0.0	0.0	0.0	19	64.7	19	172



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	268	0	3	4.4	26.6	38.4	11.8	10.3	4.4	3.0	0.0	0.0	0.0	1.1	18	59.1	26	269	
<b>TOTAL COPENHAGEN</b>			<b>436</b>	<b>0</b>	<b>3</b>	<b>4.6</b>	<b>24.8</b>	<b>40.3</b>	<b>11.6</b>	<b>9.6</b>	<b>6.2</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>61.3</b>	<b>23</b>	<b>441</b>	
<b>TOTAL DENMARK</b>			<b>456</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>24.5</b>	<b>40.0</b>	<b>11.0</b>	<b>9.5</b>	<b>6.7</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>60.7</b>	<b>23</b>	<b>467</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUERTO PLATA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	30	8	
<b>TOTAL PUERTO PLATA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>30</b>	<b>8</b>	
PUNTA CANA	BRITISH AIRWAYS PLC	S	25	0	0	16.0	16.0	48.0	8.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	12	96.2	3	26	
PUNTA CANA	TUI AIRWAYS LTD	C	25	0	0	12.0	8.0	40.0	28.0	0.0	0.0	8.0	4.0	0.0	0.0	0.0	30	84.6	6	26	
<b>TOTAL PUNTA CANA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>12.0</b>	<b>44.0</b>	<b>18.0</b>	<b>2.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>90.4</b>	<b>5</b>	<b>52</b>	
<b>TOTAL DOMINICAN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>12.0</b>	<b>44.0</b>	<b>18.0</b>	<b>2.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.3</b>	<b>8</b>	<b>60</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET AIRLINE COMPANY LTD	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	22	56.3	31	16	
HURGHADA	THOMAS COOK AIRLINES LTD	S	36	0	2	10.5	15.8	28.9	15.8	5.3	10.5	2.6	5.3	0.0	0.0	5.3	35	33.3	32	35	
HURGHADA	TUI AIRWAYS LTD	S	26	0	0	11.5	26.9	50.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	6	17	
<b>TOTAL HURGHADA</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>8.5</b>	<b>18.3</b>	<b>37.8</b>	<b>17.1</b>	<b>6.1</b>	<b>6.1</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>23</b>	<b>49.3</b>	<b>25</b>	<b>68</b>	
MARSA ALAM	TUI AIRWAYS 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	5	33.3	23	9	
<b>TOTAL MARSA ALAM</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>5</b>	<b>33.3</b>	<b>23</b>	<b>9</b>	
<b>TOTAL EGYPT</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>8.9</b>	<b>18.9</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>47.5</b>	<b>25</b>	<b>77</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	10	0	0	0.0	20.0	20.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
TALLIN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	5.6	50.0	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	13	18	
<b>TOTAL TALLIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.7</b>	<b>39.3</b>	<b>32.1</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>16</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
<b>TOTAL ESTONIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.7</b>	<b>39.3</b>	<b>32.1</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>16</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
<b>FINLAND</b>																					
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	110	0	0	0.0	21.8	40.0	19.1	12.7	4.5	0.9	0.9	0.0	0.0	0.0	20	46.4	23	112	
<b>TOTAL HELSINKI</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.8</b>	<b>40.0</b>	<b>19.1</b>	<b>12.7</b>	<b>4.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>46.4</b>	<b>23</b>	<b>112</b>	
<b>TOTAL FINLAND</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.8</b>	<b>40.0</b>	<b>19.1</b>	<b>12.7</b>	<b>4.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>46.4</b>	<b>23</b>	<b>112</b>	
<b>FRANCE</b>																					
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	6	0	2	12.5	0.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	13	100.0	4	8	
<b>TOTAL AJACCIO</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>12.5</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>0.0</b>	<b>25.0</b>	<b>13</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
BASTIA	EASYJET AIRLINE COMPANY LTD	S	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	14	100.0	6	8	
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>6</b>	<b>8</b>	
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	23.1	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	70.8	11	24	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 BIARRITZ</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.8</b>	<b>11</b>	<b>24</b>	
<b>BORDEAUX</b>	BRITISH AIRWAYS PLC	S	94	0	0	14.9	40.4	27.7	2.1	8.5	6.4	0.0	0.0	0.0	0.0	0.0	10	82.3	10	96	
<b>BORDEAUX</b>	EASYJET AIRLINE COMPANY LTD	S	140	0	2	9.2	28.2	26.1	12.7	13.4	7.7	1.4	0.0	0.0	1.4	18	42.6	34	146		
<b>TOTAL BORDEAUX</b>			<b>234</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>33.1</b>	<b>26.7</b>	<b>8.5</b>	<b>11.4</b>	<b>7.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>58.2</b>	<b>24</b>	<b>242</b>		
<b>FIGARI</b>	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	0.0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	50	50.0	21	8	
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>50.0</b>	<b>21</b>	<b>8</b>		
<b>LA ROCHELLE</b>	EASYJET AIRLINE COMPANY LTD	S	40	0	0	5.0	20.0	47.5	7.5	10.0	5.0	5.0	0.0	0.0	0.0	18	68.2	19	44		
<b>TOTAL LA ROCHELLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>47.5</b>	<b>7.5</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>18</b>	<b>68.2</b>	<b>19</b>	<b>44</b>		
<b>LIMOGES</b>	BRITISH AIRWAYS PLC	S	26	0	0	7.7	38.5	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	14	36		
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.6</b>	<b>14</b>	<b>36</b>		
<b>LYON</b>	EASYJET AIRLINE COMPANY LTD	S	110	0	0	0.9	10.9	29.1	27.3	21.8	8.2	0.9	0.9	0.0	0.0	0.0	28	53.6	27	112	
<b>TOTAL LYON</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>10.9</b>	<b>29.1</b>	<b>27.3</b>	<b>21.8</b>	<b>8.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>53.6</b>	<b>27</b>	<b>112</b>	
<b>MARSEILLE</b>	EASYJET AIRLINE COMPANY LTD	S	95	0	24	3.4	17.6	24.4	12.6	10.9	7.6	2.5	0.8	0.0	0.0	20.2	28	65.8	28	120	
<b>TOTAL MARSEILLE</b>			<b>95</b>	<b>0</b>	<b>24</b>	<b>3.4</b>	<b>17.6</b>	<b>24.4</b>	<b>12.6</b>	<b>10.9</b>	<b>7.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>20.2</b>	<b>28</b>	<b>65.8</b>	<b>28</b>	<b>120</b>	
<b>MONTPELLIER</b>	EASYJET AIRLINE COMPANY LTD	S	98	0	14	0.9	16.1	39.3	14.3	11.6	5.4	0.0	0.0	0.0	0.0	12.5	18	63.7	21	112	
<b>TOTAL MONTPELLIER</b>			<b>98</b>	<b>0</b>	<b>14</b>	<b>0.9</b>	<b>16.1</b>	<b>39.3</b>	<b>14.3</b>	<b>11.6</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>18</b>	<b>63.7</b>	<b>21</b>	<b>112</b>	
<b>NANTES</b>	EASYJET AIRLINE COMPANY LTD	S	112	0	0	2.7	25.9	39.3	17.9	5.4	5.4	1.8	1.8	0.0	0.0	0.0	20	72.3	13	110	
<b>TOTAL NANTES</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>25.9</b>	<b>39.3</b>	<b>17.9</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>0.0</b>	<b>20</b>	<b>72.3</b>	<b>13</b>	<b>110</b>	
<b>NICE</b>	BRITISH AIRWAYS PLC	S	154	0	0	3.9	28.6	31.2	13.6	9.7	9.7	0.6	2.6	0.0	0.0	0.0	24	64.7	18	156	
<b>NICE</b>	EASYJET AIRLINE COMPANY LTD	S	308	0	10	3.1	15.1	36.5	13.8	12.6	11.6	3.1	0.6	0.3	0.0	3.1	28	63.1	19	314	
<b>NICE</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	0.0	56	1	
<b>TOTAL NICE</b>			<b>462</b>	<b>0</b>	<b>10</b>	<b>3.4</b>	<b>19.5</b>	<b>34.7</b>	<b>13.8</b>	<b>11.7</b>	<b>11.0</b>	<b>2.3</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>2.1</b>	<b>27</b>	<b>63.5</b>	<b>18</b>	<b>471</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET AIRLINE COMPANY LTD	S	169	0	2	2.3	25.7	35.7	17.5	11.7	4.7	0.6	0.6	0.0	0.0	1.2	18	50.0	29	172	
<b>PARIS (CHARLES DE GAULLE)</b>	VUELING AIRLINES	S	104	0	4	0.9	22.2	37.0	15.7	11.1	3.7	1.9	3.7	0.0	0.0	3.7	26	77.7	14	94	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>273</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>24.4</b>	<b>36.2</b>	<b>16.8</b>	<b>11.5</b>	<b>4.3</b>	<b>1.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>59.8</b>	<b>24</b>	<b>266</b>	
<b>RENNES</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	92.3	3	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>0.0</b>	<b>0</b>	<b>92.3</b>	<b>3</b>	<b>26</b>	
<b>TOULOUSE (BLAGNAC)</b>	EASYJET AIRLINE COMPANY LTD	S	203	0	0	2.0	20.7	42.4	10.8	14.3	7.9	1.5	0.5	0.0	0.0	0.0	21	61.4	25	210	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>20.7</b>	<b>42.4</b>	<b>10.8</b>	<b>14.3</b>	<b>7.9</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.4</b>	<b>25</b>	<b>210</b>	
<b>TOTAL FRANCE</b>			<b>1701</b>	<b>0</b>	<b>58</b>	<b>3.9</b>	<b>21.8</b>	<b>34.9</b>	<b>14.1</b>	<b>11.9</b>	<b>7.6</b>	<b>1.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>3.3</b>	<b>22</b>	<b>63.3</b>	<b>21</b>	<b>1797</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>GAMBIA</b>																					
BANJUL	ENTER AIR	C	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	25	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	100.0	4	8	
<b>TOTAL BANJUL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>0.0</b>	<b>25</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
<b>TOTAL GAMBIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>0.0</b>	<b>25</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN AIRWAYS	S	20	0	0	30.0	30.0	25.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	83.3	5	16	
<b>TOTAL TBILISI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>5</b>	<b>16</b>	
<b>TOTAL GEORGIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>5</b>	<b>16</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	117	0	2	2.5	23.5	31.9	18.5	12.6	6.7	1.7	0.8	0.0	0.0	1.7	22	59.4	29	282	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>117</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>23.5</b>	<b>31.9</b>	<b>18.5</b>	<b>12.6</b>	<b>6.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>22</b>	<b>59.4</b>	<b>29</b>	<b>282</b>	
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	158	0	2	5.6	23.1	36.3	13.1	12.5	6.9	0.6	0.6	0.0	0.0	1.3	19	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>23.1</b>	<b>36.3</b>	<b>13.1</b>	<b>12.5</b>	<b>6.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	SILK WAY AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>0</b>	<b>1</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	96	0	2	1.0	8.2	28.6	21.4	27.6	10.2	1.0	0.0	0.0	0.0	2.0	28	43.1	32	102	
<b>TOTAL HAMBURG</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>8.2</b>	<b>28.6</b>	<b>21.4</b>	<b>27.6</b>	<b>10.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>28</b>	<b>43.1</b>	<b>32</b>	<b>102</b>	
LEIPZIG	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	154	0	2	0.0	14.1	37.2	12.2	21.2	12.2	1.9	0.0	0.0	0.0	1.3	28	68.3	18	158	
<b>TOTAL MUNICH</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.1</b>	<b>37.2</b>	<b>12.2</b>	<b>21.2</b>	<b>12.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>28</b>	<b>68.3</b>	<b>18</b>	<b>158</b>	
STUTTART	EASYJET AIRLINE COMPANY LTD	S	82	0	1	4.8	19.3	38.6	15.7	12.0	8.4	0.0	0.0	0.0	0.0	1.2	18	48.8	27	84	
<b>TOTAL STUTTART</b>			<b>82</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>19.3</b>	<b>38.6</b>	<b>15.7</b>	<b>12.0</b>	<b>8.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>48.8</b>	<b>27</b>	<b>84</b>	
<b>TOTAL GERMANY</b>			<b>607</b>	<b>0</b>	<b>9</b>	<b>2.8</b>	<b>18.0</b>	<b>34.7</b>	<b>15.6</b>	<b>17.0</b>	<b>8.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>23</b>	<b>57.7</b>	<b>26</b>	<b>628</b>	
<b>GHANA</b>																					
ACCRA	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	118	1	
<b>TOTAL ACCRA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>118</b>	<b>1</b>	
<b>TOTAL GHANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>118</b>	<b>1</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	42	0	0	21.4	23.8	21.4	16.7	11.9	2.4	0.0	2.4	0.0	0.0	0.0	17	0.0	0	0	
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	94	0	3	2.1	21.6	39.2	11.3	7.2	14.4	0.0	1.0	0.0	0.0	3.1	24	67.0	14	94	
<b>TOTAL GIBRALTAR</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>21.75</b>	<b>22.7</b>	<b>30.3</b>	<b>14.0</b>	<b>9.55</b>	<b>7.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.55</b>	<b>20.5</b>	<b>33.5</b>	<b>14</b>	<b>94</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	72.2	11	36	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 GIBRALTAR</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>7.9</b>	<b>22.3</b>	<b>33.8</b>	<b>12.9</b>	<b>8.6</b>	<b>10.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>68.4</b>	<b>13</b>	<b>130</b>
<b>TOTAL GIBRALTAR</b>			<b>136</b>	<b>0</b>	<b>3</b>	<b>7.9</b>	<b>22.3</b>	<b>33.8</b>	<b>12.9</b>	<b>8.6</b>	<b>10.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>68.4</b>	<b>13</b>	<b>130</b>
<b>GREECE</b>																				
<b>ATHENS</b>	EASYJET AIRLINE COMPANY LTD	S	111	0	0	1.8	14.4	33.3	20.7	18.9	6.3	3.6	0.9	0.0	0.0	0.0	28	62.5	21	112
<b>ATHENS</b>	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 ATHENS</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>14.3</b>	<b>33.0</b>	<b>20.5</b>	<b>18.8</b>	<b>6.3</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>62.5</b>	<b>21</b>	<b>112</b>
<b>CHANIA</b>	EASYJET AIRLINE COMPANY LTD	S	56	0	0	0.0	1.8	46.4	30.4	16.1	5.4	0.0	0.0	0.0	0.0	0.0	22	62.5	19	56
<b>CHANIA</b>	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>CHANIA</b>	NORWEGIAN AIR INTERNATIONAL	S	17	0	0	5.9	35.3	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	51	26
<b>CHANIA</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	0.0	84	2
<b>CHANIA</b>	TUI AIRWAYS LTD	C	24	0	0	8.3	4.2	37.5	12.5	12.5	8.3	4.2	12.5	0.0	0.0	0.0	48	55.6	14	18
<b>TOTAL CHANIA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>8.4</b>	<b>45.8</b>	<b>21.5</b>	<b>13.1</b>	<b>4.7</b>	<b>0.9</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>55.8</b>	<b>28</b>	<b>102</b>
<b>CORFU</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	0.8	13.3	35.8	24.2	14.2	10.0	0.8	0.0	0.8	0.0	0.0	27	60.8	22	120
<b>CORFU</b>	ENTER AIR	C	8	0	0	0.0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	6	8
<b>CORFU</b>	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	15	8
<b>CORFU</b>	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	8
<b>CORFU</b>	NORWEGIAN AIR INTERNATIONAL	S	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	32	8
<b>CORFU</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	57.1	23	11
<b>CORFU</b>	THOMAS COOK AIRLINES LTD	S	34	0	0	8.8	26.5	38.2	0.0	5.9	5.9	11.8	2.9	0.0	0.0	0.0	33	85.3	5	34
<b>CORFU</b>	TUI AIRWAYS LTD	C	46	0	2	2.1	2.1	45.8	16.7	16.7	10.4	0.0	0.0	2.1	0.0	4.2	36	59.6	20	47
<b>TOTAL CORFU</b>			<b>225</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>13.7</b>	<b>39.6</b>	<b>17.6</b>	<b>13.7</b>	<b>8.4</b>	<b>2.2</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>28</b>	<b>66.4</b>	<b>18</b>	<b>244</b>
<b>HERAKLION</b>	BRITISH AIRWAYS PLC	S	60	0	0	6.7	18.3	38.3	13.3	15.0	8.3	0.0	0.0	0.0	0.0	0.0	18	70.0	14	60
<b>HERAKLION</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	0.0	10.0	44.2	15.8	19.2	10.8	0.0	0.0	0.0	0.0	0.0	23	50.8	24	120
<b>HERAKLION</b>	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	23	9
<b>HERAKLION</b>	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	0.0	18.8	62.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>HERAKLION</b>	THOMAS COOK AIRLINES LTD	S	26	0	2	3.6	3.6	28.6	10.7	17.9	14.3	10.7	3.6	0.0	0.0	7.1	54	59.1	15	44
<b>HERAKLION</b>	TUI AIRWAYS LTD	C	26	0	0	0.0	30.8	46.2	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	81.4	19	43
<b>TOTAL HERAKLION</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>14.0</b>	<b>42.4</b>	<b>13.6</b>	<b>16.8</b>	<b>8.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>61.2</b>	<b>20</b>	<b>276</b>
<b>KALAMATA</b>	EASYJET AIRLINE COMPANY LTD	S	22	0	0	4.5	22.7	54.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12	75.0	17	20
<b>KALAMATA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	0.0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	43	62.5	20	8
<b>TOTAL KALAMATA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>40.0</b>	<b>13.3</b>	<b>10.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>71.4</b>	<b>18</b>	<b>28</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KAVALA	NORWEGIAN AIR INTERNATIONAL	C	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	87.5	4	8	
KAVALA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	20.0	10.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	64	100.0	4	10	
KAVALA	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	100.0	5	8	
<b>TOTAL KAVALA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>34.6</b>	<b>7.7</b>	<b>15.4</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>32</b>	<b>96.2</b>	<b>4</b>	<b>26</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	0.0	25.0	41.7	16.7	12.5	4.2	0.0	0.0	0.0	0.0	0.0	16	44.9	31	48	
KEFALLINIA	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	25.0	38	8	
KEFALLINIA	ENTER AIR	S	10	0	0	0.0	0.0	30.0	10.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
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	62.5	13	8	
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	6.3	31.3	18.8	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	15	62.5	34	16	
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	11.1	44.4	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	62.5	19	16	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	27.8	5.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	20	56.3	93	16	
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	43.8	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	19	72.2	13	18	
<b>TOTAL KEFALLINIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>19.8</b>	<b>36.5</b>	<b>21.4</b>	<b>15.9</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>19</b>	<b>54.2</b>	<b>34</b>	<b>130</b>	
KOS	EASYJET AIRLINE COMPANY LTD	S	21	0	0	0.0	4.8	28.6	14.3	38.1	14.3	0.0	0.0	0.0	0.0	0.0	34	50.0	33	20	
KOS	ENTER AIR	C	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	37.5	18	8	
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	100.0	5	8	
KOS	NORWEGIAN AIR INTERNATIONAL	C	18	0	0	0.0	0.0	38.9	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	30	75.0	10	8	
KOS	THOMAS COOK AIRLINES LTD	S	24	0	0	4.2	8.3	8.3	37.5	8.3	16.7	8.3	8.3	0.0	0.0	0.0	59	73.1	19	26	
KOS	TUI AIRWAYS LTD	C	32	0	1	0.0	21.2	33.3	21.2	12.1	9.1	0.0	0.0	0.0	0.0	3.0	18	53.7	17	41	
<b>TOTAL KOS</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>9.6</b>	<b>27.9</b>	<b>26.0</b>	<b>17.3</b>	<b>13.5</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>34</b>	<b>61.3</b>	<b>19</b>	<b>111</b>	
LEMNOS	ENTER AIR	C	4	0	2	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	15	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	60.0	18	5	
<b>TOTAL LEMNOS</b>			<b>4</b>	<b>0</b>	<b>2</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>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>15</b>	<b>60.0</b>	<b>18</b>	<b>5</b>	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	94	0	0	0.0	6.4	37.2	20.2	19.1	11.7	2.1	1.1	2.1	0.0	0.0	39	52.1	25	94	
<b>TOTAL MIKONOS</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.4</b>	<b>37.2</b>	<b>20.2</b>	<b>19.1</b>	<b>11.7</b>	<b>2.1</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>52.1</b>	<b>25</b>	<b>94</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	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	14	87.5	5	8	
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
PREVEZA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
PREVEZA	EASYJET AIRLINE COMPANY LTD	S	22	0	0	0.0	22.7	45.5	18.2	4.5	4.5	4.5	0.0	0.0	0.0	0.0	20	90.9	9	22	
PREVEZA	ENTER AIR	C	16	0	0	6.3	6.3	37.5	12.5	18.8	18.8	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	GERMANIA FLUGGESELLSCHAFT	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	50.0	41	16	
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	79.2	9	24	
PREVEZA	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	12.5	37.5	0.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	47	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	83.3	17	18	
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	11	8	
PREVEZA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	0.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	81	75.0	11	16	
<b>TOTAL PREVEZA</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>9.9</b>	<b>40.8</b>	<b>11.3</b>	<b>14.1</b>	<b>15.5</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>35</b>	<b>76.9</b>	<b>16</b>	<b>104</b>	
RHODES	BRITISH AIRWAYS PLC	S	32	0	0	9.4	6.3	40.6	6.3	21.9	6.3	6.3	3.1	0.0	0.0	0.0	32	37.5	35	16	
RHODES	EASYJET AIRLINE COMPANY LTD	S	53	0	2	1.8	12.7	36.4	9.1	20.0	16.4	0.0	0.0	0.0	0.0	3.6	27	70.6	16	50	
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	75.0	18	16	
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	100.0	7	8	
RHODES	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
RHODES	NORWEGIAN AIR INTERNATIONAL	S	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
RHODES	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	8.0	44.0	4.0	20.0	24.0	0.0	0.0	0.0	0.0	0.0	34	37.5	38	24	
RHODES	TUI AIRWAYS LTD	C	34	0	0	2.9	14.7	20.6	20.6	17.6	17.6	2.9	2.9	0.0	0.0	0.0	39	46.3	23	40	
RHODES	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	18	0.0	0	0	
<b>TOTAL RHODES</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>13.4</b>	<b>34.8</b>	<b>10.4</b>	<b>19.5</b>	<b>14.0</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>30</b>	<b>58.8</b>	<b>22</b>	<b>158</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	56	0	0	0.0	17.9	53.6	19.6	5.4	3.6	0.0	0.0	0.0	0.0	0.0	13	73.8	13	42	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	13.3	55.0	20.0	6.7	5.0	0.0	0.0	0.0	0.0	0.0	15	76.7	9	60	
SALONIKA	NORWEGIAN AIR INTERNATIONAL	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	38	0.0	0	0	
SALONIKA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	0.0	12.5	12.5	0.0	0.0	25.0	0.0	0.0	202	68.8	12	16	
<b>TOTAL SALONIKA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.4</b>	<b>53.0</b>	<b>18.2</b>	<b>7.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>74.6</b>	<b>11</b>	<b>118</b>	
SAMOS	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	20	0.0	0	0	
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	80.0	9	5	
SAMOS	TUI AIRWAYS LTD	C	8	0	0	37.5	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	21	10	
<b>TOTAL SAMOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>0.0</b>	<b>63.6</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>17</b>	<b>15</b>	
SKIATHOS	ENTER AIR	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.7	11	10	
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	60.0	24	10	
SKIATHOS	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	17	4	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	25	0	1	3.8	0.0	30.8	19.2	7.7	30.8	3.8	0.0	0.0	0.0	3.8	43	75.0	16	16	
SKIATHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	44.4	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	24	55.6	17	18	
<b>TOTAL SKIATHOS</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>4.3</b>	<b>38.3</b>	<b>17.0</b>	<b>14.9</b>	<b>19.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>33</b>	<b>63.3</b>	<b>17</b>	<b>58</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	70	0	0	0.0	7.1	37.1	17.1	22.9	10.0	4.3	1.4	0.0	0.0	0.0	34	42.6	28	68	
THIRA (SANTORINI)	NORWEGIAN AIR INTERNATIONAL	S	9	0	0	0.0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	38	25.0	33	8	
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	50.0	21	8	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	25.0	12.5	12.5	0.0	0.0	25.0	0.0	0.0	122	25.0	25	8	
THIRA (SANTORINI)	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	20	8	
<b>TOTAL THIRA (SANTORINI)</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.4</b>	<b>35.8</b>	<b>16.8</b>	<b>22.1</b>	<b>10.5</b>	<b>3.2</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>41.0</b>	<b>27</b>	<b>100</b>	
VOLOS NEA ANCHIOS	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
VOLOS NEA ANCHIOS	ENTER AIR	C	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
VOLOS NEA ANCHIOS	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	21	4	
<b>TOTAL VOLOS NEA ANCHIOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</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>16</b>	<b>40.0</b>	<b>21</b>	<b>4</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	48	0	0	0.0	12.5	47.9	18.8	14.6	6.3	0.0	0.0	0.0	0.0	0.0	18	78.6	9	56	
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	50.0	24	18	
ZAKINTHOS	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	0.0	18.8	31.3	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	18	75.0	28	8	
ZAKINTHOS	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	36	8	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	40	0	0	0.0	10.0	35.0	15.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	39	83.3	10	42	
ZAKINTHOS	TUI AIRWAYS LTD	C	26	0	0	0.0	3.8	42.3	30.8	15.4	3.8	0.0	0.0	3.8	0.0	0.0	65	76.9	10	26	
<b>TOTAL ZAKINTHOS</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.8</b>	<b>40.8</b>	<b>21.5</b>	<b>16.2</b>	<b>6.9</b>	<b>3.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>75.9</b>	<b>13</b>	<b>158</b>	
<b>TOTAL GREECE</b>			<b>1740</b>	<b>0</b>	<b>11</b>	<b>1.9</b>	<b>12.4</b>	<b>39.4</b>	<b>17.5</b>	<b>15.8</b>	<b>9.1</b>	<b>1.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.6</b>	<b>29</b>	<b>63.2</b>	<b>20</b>	<b>1851</b>	
<b>GRENADA</b>																					
GRENADA	BRITISH AIRWAYS PLC	S	17	0	0	11.8	29.4	47.1	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	64.7	21	17	
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	13	0	0	7.7	15.4	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	4	12	
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>53.3</b>	<b>10.0</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>0.0</b>	<b>8</b>	<b>73.3</b>	<b>14</b>	<b>29</b>	
<b>TOTAL GRENADA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>53.3</b>	<b>10.0</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>0.0</b>	<b>8</b>	<b>73.3</b>	<b>14</b>	<b>29</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	58	0	0	15.5	34.5	27.6	10.3	5.2	3.4	3.4	0.0	0.0	0.0	0.0	14	62.3	55	60	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>34.5</b>	<b>27.6</b>	<b>10.3</b>	<b>5.2</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.3</b>	<b>55</b>	<b>60</b>	
<b>TOTAL HONG KONG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>34.5</b>	<b>27.6</b>	<b>10.3</b>	<b>5.2</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.3</b>	<b>55</b>	<b>60</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	84	0	0	0.0	9.5	41.7	17.9	20.2	10.7	0.0	0.0	0.0	0.0	0.0	25	67.4	22	86	
BUDAPEST	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	41	26	
<b>TOTAL BUDAPEST</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>41.7</b>	<b>17.9</b>	<b>20.2</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>25</b>	<b>64.3</b>	<b>26</b>	<b>112</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 HUNGARY</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>41.7</b>	<b>17.9</b>	<b>20.2</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>25</b>	<b>64.3</b>	<b>26</b>	<b>112</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	16.7	50.0	12.5	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	57.7	37	26	
KEFLAVIK	ICELANDAIR	S	60	0	1	0.0	4.9	31.1	18.0	37.7	6.6	0.0	0.0	0.0	0.0	1.6	28	51.7	35	60	
KEFLAVIK	WOW AIR	S	120	0	0	10.8	15.8	35.8	16.7	10.8	3.3	4.2	2.5	0.0	0.0	0.0	25	75.8	15	120	
<b>TOTAL KEFLAVIK</b>			<b>204</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>12.7</b>	<b>36.1</b>	<b>16.6</b>	<b>19.5</b>	<b>3.9</b>	<b>2.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>66.5</b>	<b>23</b>	<b>206</b>	
<b>TOTAL ICELAND</b>			<b>204</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>12.7</b>	<b>36.1</b>	<b>16.6</b>	<b>19.5</b>	<b>3.9</b>	<b>2.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>66.5</b>	<b>23</b>	<b>206</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BAGHDAD (GECA)	IRAQI AIRWAYS	S	8	0	2	40.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	6	88.9	7	9	
<b>TOTAL BAGHDAD (GECA)</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>40.0</b>	<b>10.0</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>20.0</b>	<b>6</b>	<b>90.0</b>	<b>6</b>	<b>10</b>		
SULAYMANIYAH INT	IRAQI AIRWAYS	S	8	0	0	37.5	0.0	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	88.9	13	9	
<b>TOTAL SULAYMANIYAH INT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>13</b>	<b>9</b>	
<b>TOTAL IRAQ</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>38.9</b>	<b>5.6</b>	<b>22.2</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>11.1</b>	<b>11</b>	<b>89.5</b>	<b>9</b>	<b>19</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	60	0	0	0.0	8.3	26.7	21.7	28.3	8.3	3.3	1.7	1.7	0.0	0.0	45	76.7	11	60	
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>26.7</b>	<b>21.7</b>	<b>28.3</b>	<b>8.3</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>76.7</b>	<b>11</b>	<b>60</b>	
DUBLIN	AER LINGUS	S	276	0	4	3.9	22.5	35.0	11.8	19.6	5.7	0.0	0.0	0.0	0.0	1.4	19	62.7	18	284	
DUBLIN	RYANAIR	S	410	0	0	2.0	20.7	35.6	19.8	15.4	4.6	2.0	0.0	0.0	0.0	0.0	20	64.1	17	412	
<b>TOTAL DUBLIN</b>			<b>686</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>21.4</b>	<b>35.4</b>	<b>16.5</b>	<b>17.1</b>	<b>5.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>20</b>	<b>63.5</b>	<b>18</b>	<b>696</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	57	0	3	3.3	35.0	28.3	13.3	8.3	6.7	0.0	0.0	0.0	0.0	5.0	14	68.3	14	60	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>35.0</b>	<b>28.3</b>	<b>13.3</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>5.0</b>	<b>14</b>	<b>68.3</b>	<b>14</b>	<b>60</b>	
SHANNON	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	24	1	
SHANNON	NORWEGIAN AIR INTERNATIONAL	C	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		
SHANNON	RYANAIR	S	60	0	0	1.7	20.0	35.0	18.3	10.0	13.3	1.7	0.0	0.0	0.0	0.0	24	70.0	11	60	
<b>TOTAL SHANNON</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>19.4</b>	<b>33.9</b>	<b>17.7</b>	<b>9.7</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>24</b>	<b>68.9</b>	<b>11</b>	<b>61</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>863</b>	<b>0</b>	<b>9</b>	<b>2.5</b>	<b>21.3</b>	<b>34.2</b>	<b>16.7</b>	<b>16.7</b>	<b>6.0</b>	<b>1.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>65.1</b>	<b>17</b>	<b>877</b>	
<b>ISLE OF CURACAO</b>																					
ARUBA	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	44.4	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	62.5	37	8	
<b>TOTAL ARUBA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>21</b>	<b>62.5</b>	<b>37</b>	<b>8</b>	
<b>TOTAL ISLE OF CURACAO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>21</b>	<b>62.5</b>	<b>37</b>	<b>8</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	10.0	20.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	55	50.0	15	8	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</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>55</b>	<b>50.0</b>	<b>15</b>	<b>8</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
ANCONA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ANCONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	40	0	0	2.5	30.0	45.0	15.0	5.0	0.0	2.5	0.0	0.0	0.0	0.0	12	90.6	5	32	
BARI (PALESE)	EASYJET AIRLINE COMPANY LTD	S	46	0	0	2.2	34.8	34.8	17.4	6.5	4.3	0.0	0.0	0.0	0.0	0.0	12	56.5	27	46	
<b>TOTAL BARI (PALESE)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>32.6</b>	<b>39.5</b>	<b>16.3</b>	<b>5.8</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>12</b>	<b>70.5</b>	<b>18</b>	<b>78</b>	
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	8.3	50.0	18.3	15.0	5.0	3.3	0.0	0.0	0.0	0.0	20	62.7	23	58	
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>50.0</b>	<b>18.3</b>	<b>15.0</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.7</b>	<b>23</b>	<b>58</b>	
BRINDISI	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	44.4	5.6	22.2	0.0	5.6	0.0	0.0	0.0	0.0	20	62.5	17	16	
<b>TOTAL BRINDISI</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>0.0</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>62.5</b>	<b>17</b>	<b>16</b>	
CAGLIARI (ELMAS)	AIR NOSTRUM	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	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	34	0	0	11.8	20.6	47.1	11.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	10	76.5	9	34	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>20.0</b>	<b>45.7</b>	<b>11.4</b>	<b>5.7</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>10</b>	<b>76.5</b>	<b>9</b>	<b>34</b>	
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	68	0	0	2.9	14.7	39.7	22.1	13.2	1.5	4.4	1.5	0.0	0.0	0.0	23	69.1	12	68	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	68	0	2	0.0	14.3	41.4	14.3	15.7	8.6	2.9	0.0	0.0	0.0	2.9	25	55.9	17	68	
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	27.8	44.4	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	19	16	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	4	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>17.1</b>	<b>40.2</b>	<b>17.1</b>	<b>14.0</b>	<b>5.5</b>	<b>3.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>64.4</b>	<b>14</b>	<b>160</b>	
FLORENCE	VUELING AIRLINES	S	68	0	2	2.9	4.3	12.9	17.1	21.4	20.0	12.9	5.7	0.0	0.0	2.9	63	40.7	32	59	
<b>TOTAL FLORENCE</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>4.3</b>	<b>12.9</b>	<b>17.1</b>	<b>21.4</b>	<b>20.0</b>	<b>12.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>63</b>	<b>40.7</b>	<b>32</b>	<b>59</b>	
GENOA	BRITISH AIRWAYS PLC	S	60	0	0	1.7	33.3	43.3	13.3	6.7	0.0	0.0	0.0	1.7	0.0	0.0	14	78.3	9	60	
<b>TOTAL GENOA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>33.3</b>	<b>43.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.3</b>	<b>9</b>	<b>60</b>	
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	178	0	2	0.6	27.2	41.1	12.2	10.6	5.6	1.1	0.6	0.0	0.0	1.1	18	61.1	21	180	
<b>TOTAL MILAN (LINATE)</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>27.2</b>	<b>41.1</b>	<b>12.2</b>	<b>10.6</b>	<b>5.6</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>61.1</b>	<b>21</b>	<b>180</b>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	341	0	4	0.9	12.5	30.7	18.8	17.4	15.1	2.6	0.6	0.3	0.0	1.2	33	52.8	29	342	
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	7	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>342</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>12.4</b>	<b>30.9</b>	<b>18.8</b>	<b>17.3</b>	<b>15.0</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>33</b>	<b>52.8</b>	<b>29</b>	<b>342</b>	
NAPLES	BRITISH AIRWAYS PLC	S	162	0	0	3.1	23.5	45.1	13.6	11.7	2.5	0.0	0.6	0.0	0.0	0.0	14	70.6	13	152	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	116	0	2	0.8	16.9	36.4	15.3	18.6	8.5	1.7	0.0	0.0	0.0	1.7	24	64.2	20	120	
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	81.3	9	16	
NAPLES	NORWEGIAN AIR INTERNATIONAL	C	28	0	0	0.0	21.4	28.6	17.9	25.0	3.6	0.0	3.6	0.0	0.0	0.0	26	40.0	35	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
NAPLES	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	11	10	
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	44.4	32	18	
<b>TOTAL NAPLES</b>			<b>316</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>21.1</b>	<b>39.9</b>	<b>15.1</b>	<b>15.4</b>	<b>4.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>66.4</b>	<b>17</b>	<b>326</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	72	0	3	0.0	16.0	30.7	22.7	12.0	9.3	5.3	0.0	0.0	4.0	30	61.1	22	72		
OLBIA	MERIDIANA AIR	S	26	0	0	0.0	15.4	57.7	19.2	7.7	0.0	0.0	0.0	0.0	0.0	10	65.9	14	44		
OLBIA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	10.0	30.0	10.0	10.0	0.0	0.0	0.0	52	0.0	0	0		
<b>TOTAL OLBIA</b>			<b>108</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>14.4</b>	<b>37.8</b>	<b>20.7</b>	<b>12.6</b>	<b>7.2</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>27</b>	<b>62.9</b>	<b>19</b>	<b>116</b>	
PALERMO	EASYJET AIRLINE COMPANY LTD	S	42	0	0	0.0	26.2	40.5	9.5	16.7	4.8	0.0	2.4	0.0	0.0	22	76.2	10	42		
<b>TOTAL PALERMO</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>40.5</b>	<b>9.5</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>76.2</b>	<b>10</b>	<b>42</b>	
PISA	BRITISH AIRWAYS PLC	S	94	0	2	2.1	20.8	45.8	11.5	9.4	6.3	1.0	1.0	0.0	0.0	2.1	21	76.3	10	76	
PISA	EASYJET AIRLINE COMPANY LTD	S	121	0	2	0.0	13.0	35.8	10.6	17.1	14.6	4.1	3.3	0.0	0.0	1.6	39	57.4	20	122	
PISA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	151	1		
<b>TOTAL PISA</b>			<b>215</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>16.4</b>	<b>40.2</b>	<b>11.0</b>	<b>13.7</b>	<b>11.0</b>	<b>2.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>31</b>	<b>64.3</b>	<b>17</b>	<b>199</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	60	0	0	3.3	26.7	43.3	16.7	8.3	1.7	0.0	0.0	0.0	0.0	10	76.7	9	60		
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	228	0	2	0.0	13.9	38.7	15.2	18.3	10.4	1.7	0.9	0.0	0.0	0.9	27	56.0	26	228	
ROME (FIUMICINO)	VUELING AIRLINES	S	118	0	0	0.0	8.5	27.1	22.0	22.0	11.0	5.9	3.4	0.0	0.0	0.0	44	56.7	16	120	
<b>TOTAL ROME (FIUMICINO)</b>			<b>406</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>14.2</b>	<b>36.0</b>	<b>17.4</b>	<b>17.9</b>	<b>9.3</b>	<b>2.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>29</b>	<b>59.2</b>	<b>20</b>	<b>408</b>	
TURIN	BRITISH AIRWAYS PLC	S	66	0	0	3.0	33.3	40.9	6.1	9.1	7.6	0.0	0.0	0.0	0.0	14	76.7	13	60		
<b>TOTAL TURIN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>33.3</b>	<b>40.9</b>	<b>6.1</b>	<b>9.1</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.7</b>	<b>13</b>	<b>60</b>		
VENICE	BRITISH AIRWAYS PLC	S	225	0	10	3.0	19.1	43.8	14.5	11.5	3.0	0.4	0.4	0.0	0.0	4.3	15	75.4	15	228	
VENICE	EASYJET AIRLINE COMPANY LTD	S	231	0	4	2.1	15.7	32.3	16.6	17.0	8.9	3.4	2.1	0.0	0.0	1.7	30	60.6	27	226	
VENICE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.8	31	34		
VENICE	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	19	44.4	28	9		
<b>TOTAL VENICE</b>			<b>466</b>	<b>0</b>	<b>14</b>	<b>2.5</b>	<b>17.1</b>	<b>38.5</b>	<b>15.4</b>	<b>14.6</b>	<b>5.8</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>23</b>	<b>67.2</b>	<b>22</b>	<b>497</b>	
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	114	0	0	1.8	21.9	43.0	17.5	8.8	6.1	0.9	0.0	0.0	0.0	16	76.8	14	112		
VERONA VILLAFRANCA	EASYJET AIRLINE COMPANY LTD	S	90	0	2	0.0	10.9	37.0	21.7	18.5	6.5	2.2	1.1	0.0	0.0	2.2	28	52.8	30	88	
VERONA VILLAFRANCA	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	17	68.8	20	16		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>17.9</b>	<b>40.6</b>	<b>18.3</b>	<b>13.8</b>	<b>5.8</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>21</b>	<b>66.4</b>	<b>21</b>	<b>216</b>	
<b>TOTAL ITALY</b>			<b>2864</b>	<b>0</b>	<b>37</b>	<b>1.4</b>	<b>18.0</b>	<b>37.8</b>	<b>15.8</b>	<b>14.5</b>	<b>7.8</b>	<b>2.3</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>25</b>	<b>63.3</b>	<b>20</b>	<b>2859</b>	
JAMAICA																					
KINGSTON	BRITISH AIRWAYS PLC	S	25	0	0	0.0	20.0	16.0	32.0	20.0	12.0	0.0	0.0	0.0	0.0	27	55.9	20	34		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
KINGSTON	QATAR EXECUTIVE	C	0	0	0	0.0	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 KINGSTON</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>16.0</b>	<b>32.0</b>	<b>20.0</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>27</b>	<b>57.1</b>	<b>20</b>	<b>35</b>
MONTEGO BAY	TUI AIRWAYS LTD	C	27	0	0	3.7	11.1	51.9	22.2	3.7	0.0	0.0	7.4	0.0	0.0	0.0	33	68.0	10	25
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	25.0	6.3	18.8	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	41.2	23	17
<b>TOTAL MONTEGO BAY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>9.3</b>	<b>39.5</b>	<b>23.3</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>57.1</b>	<b>15</b>	<b>42</b>
<b>TOTAL JAMAICA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>13.2</b>	<b>30.9</b>	<b>26.5</b>	<b>13.2</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>27</b>	<b>57.1</b>	<b>17</b>	<b>77</b>
<b>KOSOVO</b>																				
PRISTINA	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	85.0	12	20
<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>85.0</b>	<b>12</b>	<b>20</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>85.0</b>	<b>12</b>	<b>20</b>
<b>LATVIA</b>																				
RIGA	AIR BALTIC	S	120	0	0	8.3	21.7	45.0	15.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	48.1	22	104
<b>TOTAL RIGA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>21.7</b>	<b>45.0</b>	<b>15.0</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>12</b>	<b>48.1</b>	<b>22</b>	<b>104</b>
<b>TOTAL LATVIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>21.7</b>	<b>45.0</b>	<b>15.0</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>12</b>	<b>48.1</b>	<b>22</b>	<b>104</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	8.8	41.2	26.5	5.9	17.6	0.0	0.0	0.0	0.0	0.0	24	44.4	31	36
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>41.2</b>	<b>26.5</b>	<b>5.9</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>24</b>	<b>44.4</b>	<b>31</b>	<b>36</b>
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>41.2</b>	<b>26.5</b>	<b>5.9</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>24</b>	<b>44.4</b>	<b>31</b>	<b>36</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	60	0	1	0.0	24.6	36.1	14.8	19.7	3.3	0.0	0.0	0.0	0.0	1.6	17	85.7	8	42
MALTA	BRITISH AIRWAYS PLC	S	73	0	0	6.8	23.3	38.4	15.1	15.1	0.0	1.4	0.0	0.0	0.0	0.0	14	66.7	25	60
MALTA	EASYJET AIRLINE COMPANY LTD	S	86	0	0	1.2	14.0	51.2	15.1	14.0	4.7	0.0	0.0	0.0	0.0	0.0	16	64.0	21	86
MALTA	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	12.5	12.5	50.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	48	0.0	0	0
MALTA	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	0.0	62.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	37	77.8	11	18
MALTA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	56.3	13	16
<b>TOTAL MALTA</b>			<b>251</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>18.3</b>	<b>44.0</b>	<b>13.5</b>	<b>15.5</b>	<b>3.6</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>68.4</b>	<b>18</b>	<b>222</b>
<b>TOTAL MALTA</b>			<b>251</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>18.3</b>	<b>44.0</b>	<b>13.5</b>	<b>15.5</b>	<b>3.6</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>18</b>	<b>68.4</b>	<b>18</b>	<b>222</b>
<b>MAURITIUS</b>																				
MAURITIUS	BRITISH AIRWAYS PLC	S	26	0	1	14.8	37.0	25.9	7.4	7.4	3.7	0.0	0.0	0.0	0.0	3.7	9	88.0	6	25
MAURITIUS	TUI AIRWAYS LTD	S	8	0	0	37.5	0.0	25.0	12.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	49	62.5	10	8
<b>TOTAL MAURITIUS</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>28.6</b>	<b>25.7</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>81.8</b>	<b>6</b>	<b>33</b>
<b>TOTAL MAURITIUS</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>28.6</b>	<b>25.7</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>18</b>	<b>81.8</b>	<b>6</b>	<b>33</b>
<b>MEXICO</b>																				
CANCUN	BRITISH AIRWAYS PLC	S	25	0	0	4.0	32.0	44.0	8.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	11	80.0	13	25

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
CANCUN	THOMAS COOK AIRLINES LTD	S	17	0	0	11.8	11.8	35.3	11.8	5.9	11.8	11.8	0.0	0.0	0.0	0.0	37	66.7	51	18	
CANCUN	TUI AIRWAYS LTD	S	60	0	0	3.3	15.0	48.3	20.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	14	57.7	43	52	
CANCUN	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	72.2	12	18	
<b>TOTAL CANCUN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>18.2</b>	<b>45.5</b>	<b>16.4</b>	<b>7.3</b>	<b>6.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.4</b>	<b>33</b>	<b>113</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	87.5	5	8	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.0</b>	<b>45.0</b>	<b>15.0</b>	<b>6.7</b>	<b>7.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.8</b>	<b>31</b>	<b>121</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	26.9	42.3	3.8	15.4	3.8	0.0	0.0	0.0	0.0	0.0	13	50.0	28	26	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	17	0	0	29.4	17.6	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	7	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>23.3</b>	<b>39.5</b>	<b>7.0</b>	<b>11.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.6</b>	<b>19</b>	<b>44</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	48	0	0	4.2	37.5	27.1	12.5	8.3	10.4	0.0	0.0	0.0	0.0	0.0	17	57.5	14	40	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>27.1</b>	<b>12.5</b>	<b>8.3</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>57.5</b>	<b>14</b>	<b>40</b>	
FEZ	AIR ARABIA MAROC	S	16	0	0	25.0	31.3	31.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	4	4	
<b>TOTAL FEZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>31.3</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>5</b>	<b>75.0</b>	<b>4</b>	<b>4</b>	
MARRAKESH	AIR ARABIA MAROC	S	16	0	0	12.5	56.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
MARRAKESH	BRITISH AIRWAYS PLC	S	59	0	0	23.7	20.3	27.1	13.6	11.9	1.7	1.7	0.0	0.0	0.0	0.0	14	74.1	22	58	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	69	0	0	4.3	31.9	47.8	5.8	4.3	4.3	1.4	0.0	0.0	0.0	0.0	12	80.9	9	68	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	11.1	38.9	5.6	16.7	0.0	5.6	16.7	0.0	0.0	0.0	51	83.3	12	18	
<b>TOTAL MARRAKESH</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>27.8</b>	<b>36.4</b>	<b>8.6</b>	<b>8.6</b>	<b>2.5</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.5</b>	<b>15</b>	<b>144</b>	
RABAT	ROYAL AIR MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
<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>2</b>	<b>10</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	18	0	0	11.1	27.8	27.8	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	4	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>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>12</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>287</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>28.9</b>	<b>34.5</b>	<b>9.4</b>	<b>9.4</b>	<b>3.5</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.0</b>	<b>14</b>	<b>258</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	168	0	2	1.8	22.4	52.9	10.0	8.2	3.5	0.0	0.0	0.0	0.0	1.2	12	76.8	13	166	
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	446	0	0	3.1	26.7	32.7	11.9	18.6	5.4	1.6	0.0	0.0	0.0	0.0	19	61.7	20	454	
<b>TOTAL AMSTERDAM</b>			<b>614</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>25.5</b>	<b>38.3</b>	<b>11.4</b>	<b>15.7</b>	<b>4.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>65.8</b>	<b>18</b>	<b>620</b>	
<b>TOTAL NETHERLANDS</b>			<b>614</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>25.5</b>	<b>38.3</b>	<b>11.4</b>	<b>15.7</b>	<b>4.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>65.8</b>	<b>18</b>	<b>620</b>	
<b>NIGERIA</b>																					
LAGOS	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	0.0	0	50.0	10	16	
<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>50.0</b>	<b>10</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 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>50.0</b>	<b>10</b>	<b>16</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	NORWEGIAN AIR SHUTTLE	S	110	0	0	3.6	30.9	43.6	14.5	7.3	0.0	0.0	0.0	0.0	0.0	0.0	9	68.8	13	112	
<b>TOTAL BERGEN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>30.9</b>	<b>43.6</b>	<b>14.5</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>0.0</b>	<b>9</b>	<b>68.8</b>	<b>13</b>	<b>112</b>	
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR INTERNATIONAL	S	167	0	1	3.0	28.0	31.5	11.3	14.9	8.9	0.6	0.6	0.6	0.0	0.6	23	50.0	33	164	
<b>OSLO (GARDERMOEN)</b>	NORWEGIAN AIR SHUTTLE	S	62	0	0	0.0	12.9	30.6	35.5	17.7	3.2	0.0	0.0	0.0	0.0	0.0	19	50.0	17	50	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>23.9</b>	<b>31.3</b>	<b>17.8</b>	<b>15.7</b>	<b>7.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>22</b>	<b>50.0</b>	<b>29</b>	<b>214</b>	
<b>STAVANGER</b>	NORWEGIAN AIR INTERNATIONAL	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	100.0	3	18	
<b>STAVANGER</b>	NORWEGIAN AIR SHUTTLE	S	46	0	0	2.2	45.7	41.3	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	13	48	
<b>TOTAL STAVANGER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>43.5</b>	<b>40.3</b>	<b>11.3</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>6</b>	<b>75.8</b>	<b>10</b>	<b>66</b>	
<b>TRONDHEIM (VAERNES)</b>	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	2.9	47.1	29.4	8.8	2.9	5.9	2.9	0.0	0.0	0.0	0.0	14	75.0	18	44	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>47.1</b>	<b>29.4</b>	<b>8.8</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>75.0</b>	<b>18</b>	<b>44</b>	
<b>TOTAL NORWAY</b>			<b>435</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>30.3</b>	<b>35.6</b>	<b>15.4</b>	<b>10.8</b>	<b>4.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>61.2</b>	<b>21</b>	<b>436</b>	
<b>PAKISTAN</b>																					
<b>ISLAMABAD</b>	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	60	0.0	0	0	
<b>TOTAL ISLAMABAD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PAKISTAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PERU</b>																					
<b>LIMA</b>	BRITISH AIRWAYS PLC	S	26	0	0	3.8	19.2	30.8	23.1	11.5	7.7	3.8	0.0	0.0	0.0	0.0	27	59.3	92	26	
<b>TOTAL LIMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>23.1</b>	<b>11.5</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>59.3</b>	<b>92</b>	<b>26</b>	
<b>TOTAL PERU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>23.1</b>	<b>11.5</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>59.3</b>	<b>92</b>	<b>26</b>	
<b>POLAND</b>																					
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	78	0	0	6.4	17.9	39.7	14.1	14.1	7.7	0.0	0.0	0.0	0.0	0.0	18	51.3	23	78	
<b>TOTAL KRAKOW</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>17.9</b>	<b>39.7</b>	<b>14.1</b>	<b>14.1</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>18</b>	<b>51.3</b>	<b>23</b>	<b>78</b>	
<b>TOTAL POLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>17.9</b>	<b>39.7</b>	<b>14.1</b>	<b>14.1</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>18</b>	<b>51.3</b>	<b>23</b>	<b>78</b>	
<b>PORTUGAL(EXCLUDING</b>																					
<b>AZORES PONTA DELGADA</b>	SATA	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	20	25.0	32	8	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</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>20</b>	<b>25.0</b>	<b>32</b>	<b>8</b>	
<b>FARO</b>	BRITISH AIRWAYS PLC	S	190	0	0	12.1	25.8	37.4	7.9	10.5	5.8	0.5	0.0	0.0	0.0	0.0	14	72.1	17	136	
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	261	0	1	5.7	24.0	39.3	11.1	10.3	7.3	0.8	1.1	0.0	0.0	0.4	19	64.9	21	258	
<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	82.3	10	130	
<b>FARO</b>	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	6.3	56.3	18.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	22	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FARO	NORWEGIAN AIR INTERNATIONAL	S	27	0	0	0.0	18.5	40.7	7.4	18.5	3.7	0.0	11.1	0.0	0.0	0.0	35	58.6	14	26	
FARO	TUI AIRWAYS LTD	C	16	0	0	6.3	56.3	18.8	0.0	6.3	0.0	0.0	0.0	12.5	0.0	0.0	60	93.8	4	16	
<b>TOTAL FARO</b>			<b>510</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>26.4</b>	<b>37.4</b>	<b>9.2</b>	<b>10.8</b>	<b>6.1</b>	<b>0.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>70.7</b>	<b>17</b>	<b>584</b>	
LISBON	AIR PORTUGAL	S	92	0	2	0.0	14.9	34.0	22.3	22.3	2.1	0.0	2.1	0.0	0.0	2.1	22	76.2	13	84	
LISBON	EASYJET AIRLINE COMPANY LTD	S	121	0	0	0.0	14.0	38.8	21.5	15.7	7.4	0.8	1.7	0.0	0.0	0.0	25	47.5	28	120	
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	71.2	13	52	
<b>TOTAL LISBON</b>			<b>213</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.4</b>	<b>36.7</b>	<b>21.9</b>	<b>18.6</b>	<b>5.1</b>	<b>0.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>24</b>	<b>61.7</b>	<b>20</b>	<b>256</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	118	0	0	0.8	20.3	44.1	14.4	14.4	4.2	1.7	0.0	0.0	0.0	0.0	18	76.6	11	110	
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	50	0	0	6.0	26.0	38.0	16.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	13	73.1	25	52	
OPORTO (PORTUGAL)	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	
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	80	0	0	0.0	7.5	40.0	22.5	21.3	3.8	3.8	1.3	0.0	0.0	0.0	30	66.7	17	60	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>248</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>17.3</b>	<b>41.4</b>	<b>17.3</b>	<b>15.7</b>	<b>4.0</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>73.1</b>	<b>16</b>	<b>222</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>981</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>21.4</b>	<b>38.3</b>	<b>14.1</b>	<b>13.7</b>	<b>5.4</b>	<b>0.9</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>68.7</b>	<b>17</b>	<b>1070</b>	
FUNCHAL	BRITISH AIRWAYS PLC	S	77	0	0	28.6	18.2	35.1	6.5	6.5	2.6	1.3	1.3	0.0	0.0	0.0	13	73.1	19	52	
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	60	0	0	5.0	33.3	40.0	10.0	8.3	3.3	0.0	0.0	0.0	0.0	0.0	10	58.3	18	60	
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	70.6	17	34	
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	33.3	5.6	5.6	0.0	11.1	0.0	0.0	0.0	0.0	20	66.7	12	18	
<b>TOTAL FUNCHAL</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>16.8</b>	<b>26.5</b>	<b>36.8</b>	<b>7.7</b>	<b>7.1</b>	<b>2.6</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.5</b>	<b>17</b>	<b>164</b>	
PORTO SANTO	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	66.7	22	9	
<b>TOTAL PORTO SANTO</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>2</b>	<b>66.7</b>	<b>22</b>	<b>9</b>	
<b>TOTAL PORTUGAL</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>27.6</b>	<b>37.4</b>	<b>7.4</b>	<b>6.7</b>	<b>2.5</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.5</b>	<b>18</b>	<b>173</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	132	0	0	1.5	26.5	53.0	12.9	6.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DOHA HAMAD</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>26.5</b>	<b>53.0</b>	<b>12.9</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL QATAR</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>26.5</b>	<b>53.0</b>	<b>12.9</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	TUI AIRWAYS LTD	C	14	0	0	0.0	0.0	35.7	28.6	14.3	21.4	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL PODGORICA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.7</b>	<b>28.6</b>	<b>14.3</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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIVAT	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	18.8	68.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	8	18	
TIVAT	MONTENEGRO AIRLINES	S	24	0	0	8.3	20.8	33.3	12.5	20.8	4.2	0.0	0.0	0.0	0.0	0.0	16	83.3	4	24	
<b>TOTAL TIVAT</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>47.5</b>	<b>10.0</b>	<b>15.0</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>13</b>	<b>85.7</b>	<b>6</b>	<b>42</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 REPUBLIC OF ROMANIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>14.8</b>	<b>44.4</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>0.0</b>	<b>17</b>	<b>85.7</b>	<b>6</b>	<b>42</b>
BUCHAREST (OTOPENI)	WIZZ AIR	S	60	0	0	1.7	10.0	23.3	16.7	23.3	16.7	5.0	3.3	0.0	0.0	0.0	44	48.0	22	50
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>10.0</b>	<b>23.3</b>	<b>16.7</b>	<b>23.3</b>	<b>16.7</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>48.0</b>	<b>22</b>	<b>50</b>
<b>TOTAL ROMANIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>10.0</b>	<b>23.3</b>	<b>16.7</b>	<b>23.3</b>	<b>16.7</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>48.0</b>	<b>22</b>	<b>50</b>
<b>RUSSIA</b>																				
MOSCOW (SHEREMETYEVO)	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	66.7	16	60
<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>66.7</b>	<b>16</b>	<b>60</b>
ST PETERSBURG	ROSSIYA AIRLINES	S	60	0	0	3.3	48.3	33.3	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>48.3</b>	<b>33.3</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>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>48.3</b>	<b>33.3</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>5</b>	<b>66.7</b>	<b>16</b>	<b>60</b>
<b>RWANDA</b>																				
KIGALI	RWANDAIR EXPRESS	S	26	0	0	0.0	30.8	42.3	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	64.3	13	28
<b>TOTAL KIGALI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</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>0.0</b>	<b>12</b>	<b>64.3</b>	<b>13</b>	<b>28</b>
<b>TOTAL RWANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</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>0.0</b>	<b>12</b>	<b>64.3</b>	<b>13</b>	<b>28</b>
<b>SAINT KITTS AND NEVIS</b>																				
ST KITTS	BRITISH AIRWAYS PLC	S	17	0	0	0.0	17.6	76.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	16
<b>TOTAL ST KITTS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>76.5</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>76.5</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
<b>SINGAPORE</b>																				
SINGAPORE	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	100.0	0	0.0	0	0	
SINGAPORE	NORWEGIAN AIR UK LTD	S	34	0	0	11.8	14.7	26.5	11.8	14.7	5.9	14.7	0.0	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL SINGAPORE</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>14.3</b>	<b>25.7</b>	<b>11.4</b>	<b>14.3</b>	<b>5.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SINGAPORE</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>14.3</b>	<b>25.7</b>	<b>11.4</b>	<b>14.3</b>	<b>5.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	2.9	35.3	20.6	17.6	11.8	0.0	5.9	0.0	0.0	0.0	39	47.1	32	34
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>2.9</b>	<b>35.3</b>	<b>20.6</b>	<b>17.6</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>39</b>	<b>47.1</b>	<b>32</b>	<b>34</b>
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>2.9</b>	<b>35.3</b>	<b>20.6</b>	<b>17.6</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>39</b>	<b>47.1</b>	<b>32</b>	<b>34</b>
<b>SPAIN</b>																				
ALICANTE	BRITISH AIRWAYS PLC	S	187	0	0	6.4	26.2	34.8	17.6	13.4	1.1	0.5	0.0	0.0	0.0	0.0	13	76.0	9	121
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	259	0	0	5.0	22.8	40.2	12.0	13.1	5.4	1.5	0.0	0.0	0.0	0.0	18	69.8	17	248
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	68.8	20	128	
ALICANTE	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	0.0	31.3	43.8	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	26	87.5	5	8
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	0.0	38.5	38.5	7.7	7.7	3.8	3.8	0.0	0.0	0.0	0.0	18	59.3	29	27

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	
ALICANTE	RYANAIR	S	52	0	0	9.6	34.6	34.6	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	9	52	
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	15	18	
<b>TOTAL ALICANTE</b>			<b>550</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>25.6</b>	<b>38.2</b>	<b>14.4</b>	<b>11.8</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>71.1</b>	<b>16</b>	<b>602</b>	
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	8.3	35.0	40.0	11.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.3	8	60	
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	14	26	
ALMERIA	NORWEGIAN AIR INTERNATIONAL	C	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	40.0	35	10	
ALMERIA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	5.6	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	56.3	19	16	
<b>TOTAL ALMERIA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>26.7</b>	<b>46.5</b>	<b>11.6</b>	<b>5.8</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>9</b>	<b>74.1</b>	<b>13</b>	<b>112</b>	
ASTURIAS	VUELING AIRLINES	S	26	0	0	0.0	7.7	46.2	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	35	42.9	23	28	
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>46.2</b>	<b>23.1</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>35</b>	<b>42.9</b>	<b>23</b>	<b>28</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	127	0	6	1.5	24.1	40.6	13.5	9.8	2.3	3.8	0.0	0.0	4.5	17	69.0	15	126		
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	358	0	2	3.6	16.4	38.1	17.2	15.8	6.7	1.4	0.3	0.0	0.0	0.6	22	56.9	23	359	
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	69.0	13	42	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	60	0	0	0.0	0.0	28.3	21.7	43.3	6.7	0.0	0.0	0.0	0.0	0.0	31	43.3	35	58	
BARCELONA	VUELING AIRLINES	S	369	0	8	1.3	12.5	29.7	19.4	18.0	10.9	2.4	3.2	0.5	0.0	2.1	36	62.3	17	292	
<b>TOTAL BARCELONA</b>			<b>914</b>	<b>0</b>	<b>16</b>	<b>2.2</b>	<b>14.8</b>	<b>34.4</b>	<b>17.8</b>	<b>17.6</b>	<b>7.7</b>	<b>2.0</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.7</b>	<b>28</b>	<b>60.0</b>	<b>20</b>	<b>877</b>	
BILBAO	VUELING AIRLINES	S	56	0	2	5.2	25.9	44.8	8.6	5.2	6.9	0.0	0.0	0.0	0.0	3.4	13	73.3	14	60	
<b>TOTAL BILBAO</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>25.9</b>	<b>44.8</b>	<b>8.6</b>	<b>5.2</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>13</b>	<b>73.3</b>	<b>14</b>	<b>60</b>	
GIRONA	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	21	16	
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>5</b>	<b>62.5</b>	<b>21</b>	<b>16</b>	
GRANADA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	19.2	46.2	7.7	15.4	11.5	0.0	0.0	0.0	0.0	0.0	19	46.2	26	26	
<b>TOTAL GRANADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>7.7</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>19</b>	<b>46.2</b>	<b>26</b>	<b>26</b>	
IBIZA	BRITISH AIRWAYS PLC	S	108	0	0	6.5	36.1	47.2	6.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	81.2	10	85	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	103	0	1	4.8	38.5	37.5	6.7	9.6	1.9	0.0	0.0	0.0	0.0	1.0	10	79.8	16	99	
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	80.4	8	51	
IBIZA	NORWEGIAN AIR INTERNATIONAL	C	38	0	0	5.3	26.3	36.8	18.4	7.9	5.3	0.0	0.0	0.0	0.0	0.0	14	65.6	22	32	
IBIZA	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	0.0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	23	81.3	8	16	
IBIZA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	30.8	38.5	3.8	7.7	11.5	3.8	3.8	0.0	0.0	0.0	31	76.9	11	26	
IBIZA	TUI AIRWAYS LTD	C	34	0	0	11.8	26.5	52.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	74.4	11	43	
<b>TOTAL IBIZA</b>			<b>319</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>33.4</b>	<b>42.2</b>	<b>8.8</b>	<b>6.6</b>	<b>2.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>78.1</b>	<b>13</b>	<b>352</b>	
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	90.0	7	10	
JEREZ	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 JEREZ</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>5</b>	<b>90.0</b>	<b>7</b>	<b>10</b>	
<b>MADRID</b>	AIR EUROPA	S	120	0	0	0.8	15.8	48.3	18.3	8.3	5.8	0.8	1.7	0.0	0.0	0.0	20	59.2	21	120	
<b>MADRID</b>	EASYJET AIRLINE COMPANY LTD	S	235	0	1	5.9	25.0	30.5	11.9	15.3	8.9	2.1	0.0	0.0	0.4	21	60.6	21	241		
<b>MADRID</b>	GESTAIR EXECUTIVE 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	0	2		
<b>MADRID</b>	IBERIA EXPRESS	S	120	0	0	12.5	39.2	36.7	8.3	1.7	0.8	0.8	0.0	0.0	0.0	7	85.8	8	120		
<b>MADRID</b>	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>MADRID</b>	NORWEGIAN AIR INTERNATIONAL	S	101	0	1	3.9	21.6	35.3	13.7	12.7	7.8	1.0	2.0	1.0	0.0	1.0	28	66.3	22	104	
<b>MADRID</b>	NORWEGIAN AIR UK LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL MADRID</b>			<b>576</b>	<b>0</b>	<b>5</b>	<b>5.9</b>	<b>25.3</b>	<b>36.1</b>	<b>12.7</b>	<b>10.5</b>	<b>6.4</b>	<b>1.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>66.6</b>	<b>19</b>	<b>587</b>	
<b>MAHON</b>	BRITISH AIRWAYS PLC	S	32	0	0	3.1	40.6	31.3	15.6	9.4	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	0.0	10.0	47.5	15.8	18.3	4.2	3.3	0.8	0.0	0.0	24	69.8	19	116		
<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	0.0	0.0	0	77.3	11	44		
<b>MAHON</b>	NORWEGIAN AIR INTERNATIONAL	C	30	0	0	3.3	26.7	36.7	16.7	10.0	0.0	6.7	0.0	0.0	0.0	20	66.7	28	36		
<b>MAHON</b>	THOMAS COOK AIRLINES LTD	S	38	0	0	5.3	18.4	39.5	21.1	7.9	5.3	2.6	0.0	0.0	0.0	18	75.0	14	36		
<b>MAHON</b>	TUI AIRWAYS LTD	C	46	0	0	0.0	23.9	43.5	19.6	13.0	0.0	0.0	0.0	0.0	0.0	12	57.1	22	42		
<b>TOTAL MAHON</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>19.2</b>	<b>42.5</b>	<b>17.3</b>	<b>13.9</b>	<b>2.6</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.3</b>	<b>18</b>	<b>274</b>	
<b>MALAGA</b>	BRITISH AIRWAYS PLC	S	301	0	1	15.6	32.5	32.8	7.6	9.6	1.7	0.0	0.0	0.0	0.0	0.3	9	77.1	13	231	
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	336	0	1	10.7	17.2	42.7	11.9	9.2	5.9	1.2	0.9	0.0	0.0	0.3	18	70.1	15	334	
<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	0.0	0.0	0	60.0	18	118		
<b>MALAGA</b>	NORWEGIAN AIR INTERNATIONAL	C	25	0	0	8.0	40.0	32.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>MALAGA</b>	NORWEGIAN AIR INTERNATIONAL	S	70	0	0	1.4	8.6	60.0	17.1	12.9	0.0	0.0	0.0	0.0	0.0	12	70.0	19	60		
<b>MALAGA</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	35.3	5.9	17.6	11.8	5.9	5.9	0.0	0.0	0.0	46	65.9	19	44	
<b>TOTAL MALAGA</b>			<b>749</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>23.3</b>	<b>39.8</b>	<b>10.7</b>	<b>9.7</b>	<b>3.6</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>70.4</b>	<b>15</b>	<b>787</b>	
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	118	0	1	3.4	16.8	37.0	15.1	20.2	5.0	1.7	0.0	0.0	0.0	0.8	19	52.5	27	120	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>16.8</b>	<b>37.0</b>	<b>15.1</b>	<b>20.2</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>52.5</b>	<b>27</b>	<b>120</b>		
<b>PALMA DE MALLORCA</b>	BRITISH AIRWAYS PLC	S	61	0	0	1.6	24.6	39.3	16.4	13.1	4.9	0.0	0.0	0.0	0.0	16	0.0	0	0		
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	279	0	0	1.4	11.8	21.5	23.3	25.8	8.6	5.0	2.2	0.4	0.0	39	51.4	27	274		
<b>PALMA DE MALLORCA</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	64.8	16	128		
<b>PALMA DE MALLORCA</b>	NORWEGIAN AIR INTERNATIONAL	C	43	0	0	4.7	44.2	34.9	7.0	4.7	4.7	0.0	0.0	0.0	0.0	10	87.5	8	16		
<b>PALMA DE MALLORCA</b>	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	1.9	18.5	40.7	24.1	11.1	1.9	1.9	0.0	0.0	0.0	17	60.4	22	52		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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	THOMAS COOK AIRLINES LTD	S	68	0	0	1.5	14.7	50.0	10.3	14.7	1.5	7.4	0.0	0.0	0.0	0.0	23	66.7	15	60
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	68	0	1	0.0	5.8	44.9	20.3	17.4	7.2	2.9	0.0	0.0	0.0	1.4	27	63.0	15	92
<b>TOTAL PALMA DE MALLORCA</b>			<b>573</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>15.9</b>	<b>32.4</b>	<b>19.5</b>	<b>19.2</b>	<b>6.3</b>	<b>3.8</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>29</b>	<b>59.0</b>	<b>21</b>	<b>622</b>
REUS	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
REUS	THOMAS COOK AIRLINES LTD	S	16	0	0	18.8	31.3	31.3	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	15	88.9	4	18
REUS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	83.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	9	26
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>20.5</b>	<b>54.5</b>	<b>9.1</b>	<b>2.3</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>7</b>	<b>44</b>
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	8.3	36.1	41.7	5.6	2.8	5.6	0.0	0.0	0.0	0.0	0.0	9	94.1	4	34
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	76.9	9	26
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.1</b>	<b>41.7</b>	<b>5.6</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>9</b>	<b>86.7</b>	<b>6</b>	<b>60</b>
SEVILLE	BRITISH AIRWAYS PLC	S	60	0	0	5.0	25.0	36.7	18.3	8.3	1.7	1.7	3.3	0.0	0.0	0.0	23	78.8	9	52
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	10.0	30.0	30.0	13.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	14	75.0	16	60
<b>TOTAL SEVILLE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>27.5</b>	<b>33.3</b>	<b>15.8</b>	<b>9.2</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>18</b>	<b>76.8</b>	<b>13</b>	<b>112</b>
VALENCIA	BRITISH AIRWAYS PLC	S	60	0	0	11.7	40.0	35.0	3.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.7	15	52
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	165	0	0	7.3	30.3	41.2	10.9	6.1	3.6	0.6	0.0	0.0	0.0	0.0	11	66.5	19	164
<b>TOTAL VALENCIA</b>			<b>225</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>32.9</b>	<b>39.6</b>	<b>8.9</b>	<b>7.1</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.4</b>	<b>18</b>	<b>216</b>
<b>TOTAL SPAIN</b>			<b>4712</b>	<b>0</b>	<b>28</b>	<b>5.3</b>	<b>22.2</b>	<b>37.8</b>	<b>14.2</b>	<b>12.6</b>	<b>5.0</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>67.1</b>	<b>18</b>	<b>4905</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	BRITISH AIRWAYS PLC	S	43	0	0	11.6	44.2	27.9	7.0	4.7	2.3	2.3	0.0	0.0	0.0	0.0	11	76.9	13	26
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	59	0	0	1.7	15.3	49.2	16.9	8.5	6.8	1.7	0.0	0.0	0.0	0.0	18	71.7	13	60
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	67.2	29	60
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	C	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	11	50.0	20	8
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	41.2	37	17
ARRECIFE	THOMAS COOK AIRLINES LTD	S	25	0	0	4.0	20.0	12.0	16.0	24.0	16.0	8.0	0.0	0.0	0.0	0.0	38	64.7	15	34
ARRECIFE	TUI AIRWAYS LTD	C	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	5	92.3	6	26
<b>TOTAL ARRECIFE</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>27.2</b>	<b>37.3</b>	<b>12.4</b>	<b>8.9</b>	<b>5.3</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>69.4</b>	<b>19</b>	<b>231</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	41	0	0	0.0	31.7	48.8	9.8	2.4	7.3	0.0	0.0	0.0	0.0	0.0	12	57.1	16	42
FUERTEVENTURA	NORWEGIAN AIR INTERNATIONAL	C	18	0	0	0.0	44.4	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	38	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
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	16.7	22.2	16.7	11.1	0.0	0.0	11.1	0.0	0.0	70	56.3	14	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	81.3	15	16	
<b>TOTAL FUERTEVENTURA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>40.0</b>	<b>15.3</b>	<b>7.1</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.0</b>	<b>17</b>	<b>90</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	50	0	0	0.0	10.0	40.0	26.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	25	56.6	21	52	
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	77.8	28	18	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	3.8	42.3	30.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	19	24	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	24	0	0	4.2	16.7	29.2	12.5	16.7	20.8	0.0	0.0	0.0	0.0	0.0	30	70.6	19	34	
LAS PALMAS	TUI AIRWAYS LTD	C	36	0	0	5.6	25.0	33.3	11.1	8.3	13.9	2.8	0.0	0.0	0.0	0.0	23	65.9	21	44	
<b>TOTAL LAS PALMAS</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>21.9</b>	<b>36.3</b>	<b>16.4</b>	<b>11.0</b>	<b>9.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.5</b>	<b>21</b>	<b>172</b>	
SANTA CRUZ DE LA PALMA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2	
SANTA CRUZ DE LA PALMA	NORWEGIAN AIR INTERNATIONAL	C	9	0	0	11.1	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	60.0	33	10	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>36.4</b>	<b>9.1</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>17</b>	<b>66.7</b>	<b>28</b>	<b>12</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	99	0	0	10.1	31.3	37.4	8.1	8.1	4.0	0.0	1.0	0.0	0.0	0.0	12	72.0	14	50	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	95	0	0	13.7	13.7	48.4	12.6	6.3	3.2	2.1	0.0	0.0	0.0	0.0	14	66.3	18	93	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.1	12	96	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	26	0	0	11.5	23.1	38.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	14	18	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	40	0	0	0.0	32.5	47.5	7.5	10.0	2.5	0.0	0.0	0.0	0.0	0.0	10	73.6	28	52	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	47	0	0	8.5	21.3	29.8	10.6	21.3	8.5	0.0	0.0	0.0	0.0	0.0	20	38.5	86	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	34	0	0	0.0	20.6	52.9	17.6	8.8	0.0	0.0	0.0	0.0	0.0	0.0	11	67.3	15	52	
TENERIFE (SURREINA SOFIA)	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	25	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>342</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>23.4</b>	<b>42.1</b>	<b>12.0</b>	<b>9.4</b>	<b>3.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.5</b>	<b>21</b>	<b>387</b>	
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>753</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>24.6</b>	<b>39.6</b>	<b>13.3</b>	<b>9.4</b>	<b>5.4</b>	<b>1.2</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.9</b>	<b>20</b>	<b>892</b>	
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	30	80.0	7	10	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	73.3	9	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.0</b>	<b>8</b>	<b>23</b>	
<b>TOTAL ST LUCIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.0</b>	<b>8</b>	<b>23</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	16	0	0	0.0	37.5	31.3	0.0	12.5	6.3	0.0	12.5	0.0	0.0	0.0	51	62.5	15	8	
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	74	0	0	0.0	14.9	37.8	24.3	21.6	1.4	0.0	0.0	0.0	0.0	0.0	18	44.2	30	95	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.9</b>	<b>36.7</b>	<b>20.0</b>	<b>20.0</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>24</b>	<b>45.6</b>	<b>29</b>	<b>103</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	252	0	0	1.2	25.4	36.1	16.3	9.9	8.3	2.8	0.0	0.0	0.0	0.0	20	63.8	23	260	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	8	0	0	0.0	12.5	12.5	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	12.5	29	8	
STOCKHOLM (ARLANDA)	THY TURKISH AIRLINES	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	9	0.0	0	0	
STOCKHOLM (ARLANDA)	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>261</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>24.7</b>	<b>35.4</b>	<b>17.9</b>	<b>9.5</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>62.5</b>	<b>23</b>	<b>269</b>	
VISBY	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	0.0	28	1	
<b>TOTAL VISBY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>	
<b>TOTAL SWEDEN</b>			<b>351</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>23.2</b>	<b>35.7</b>	<b>18.4</b>	<b>12.2</b>	<b>6.5</b>	<b>2.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>57.6</b>	<b>24</b>	<b>373</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	164	0	4	1.2	14.9	32.7	17.3	16.1	12.5	3.0	0.0	0.0	0.0	2.4	29	62.0	21	170	
BALE MULHOUSE	EASYJET SWITZERLAND	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 BALE MULHOUSE</b>			<b>164</b>	<b>0</b>	<b>6</b>	<b>1.2</b>	<b>14.7</b>	<b>32.4</b>	<b>17.1</b>	<b>15.9</b>	<b>12.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>29</b>	<b>61.3</b>	<b>21</b>	<b>170</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	348	0	0	0.3	13.8	33.3	18.7	19.8	12.1	1.1	0.9	0.0	0.0	0.0	29	54.8	26	352	
GENEVA	EASYJET SWITZERLAND	S	0	0	7	0.0	0.0	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 GENEVA</b>			<b>348</b>	<b>0</b>	<b>7</b>	<b>0.3</b>	<b>13.5</b>	<b>32.7</b>	<b>18.3</b>	<b>19.4</b>	<b>11.8</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>29</b>	<b>54.5</b>	<b>26</b>	<b>352</b>	
ZURICH	EASYJET AIRLINE COMPANY LTD	S	90	0	3	0.0	11.8	40.9	19.4	14.0	9.7	1.1	0.0	0.0	0.0	3.2	23	48.5	28	96	
<b>TOTAL ZURICH</b>			<b>90</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>11.8</b>	<b>40.9</b>	<b>19.4</b>	<b>14.0</b>	<b>9.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>23</b>	<b>48.5</b>	<b>28</b>	<b>96</b>	
<b>TOTAL SWITZERLAND</b>			<b>602</b>	<b>0</b>	<b>16</b>	<b>0.5</b>	<b>13.6</b>	<b>33.8</b>	<b>18.1</b>	<b>17.6</b>	<b>11.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>28</b>	<b>55.4</b>	<b>25</b>	<b>618</b>	
<b>TAIWAN</b>																					
TAIPEI	CHINA AIRLINES	S	44	0	0	0.0	38.6	25.0	15.9	15.9	4.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL TAIPEI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>25.0</b>	<b>15.9</b>	<b>15.9</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TAIWAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.6</b>	<b>25.0</b>	<b>15.9</b>	<b>15.9</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TRINIDAD AND TOBAGO</b>																					
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	43	0	0	11.6	30.2	39.5	11.6	4.7	2.3	0.0	0.0	0.0	0.0	0.0	9	74.4	16	43	
<b>TOTAL PORT OF SPAIN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>30.2</b>	<b>39.5</b>	<b>11.6</b>	<b>4.7</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>74.4</b>	<b>16</b>	<b>43</b>	
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	11.1	50.0	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	2	17	
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	12.5	25.0	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	75.0	14	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 TOBAGO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>23.1</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>13</b>	<b>88.0</b>	<b>6</b>	<b>25</b>	
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>34.8</b>	<b>33.3</b>	<b>10.1</b>	<b>5.8</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>79.4</b>	<b>12</b>	<b>68</b>	
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	S	34	0	0	0.0	26.5	38.2	2.9	17.6	11.8	2.9	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	30.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>36.4</b>	<b>4.5</b>	<b>13.6</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TUNIS</b>	TUNISAIR	S	24	0	0	0.0	8.3	37.5	16.7	4.2	33.3	0.0	0.0	0.0	0.0	0.0	42	50.0	26	22	
<b>TOTAL TUNIS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>37.5</b>	<b>16.7</b>	<b>4.2</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>42</b>	<b>50.0</b>	<b>26</b>	<b>22</b>	
<b>TOTAL TUNISIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.1</b>	<b>36.8</b>	<b>8.8</b>	<b>10.3</b>	<b>19.1</b>	<b>2.9</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>26</b>	<b>22</b>	
<b>TURKEY</b>																					
<b>ANKARA (ESENBOGA)</b>	THY TURKISH AIRLINES	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</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>ANTALYA</b>	EASYJET AIRLINE COMPANY LTD	S	35	0	0	2.9	5.7	31.4	22.9	11.4	22.9	2.9	0.0	0.0	0.0	0.0	37	32.4	30	34	
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	6	0	0	0.0	16.7	33.3	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	30	12.5	53	8	
<b>ANTALYA</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	50.0	15	16	
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	104	0	0	1.9	6.7	26.9	14.4	21.2	18.3	6.7	3.8	0.0	0.0	0.0	48	41.7	34	60	
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	51	0	2	3.8	1.9	34.0	24.5	17.0	9.4	1.9	3.8	0.0	0.0	3.8	34	58.8	22	17	
<b>TOTAL ANTALYA</b>			<b>196</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>5.6</b>	<b>29.8</b>	<b>18.7</b>	<b>17.7</b>	<b>17.2</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>42</b>	<b>40.7</b>	<b>30</b>	<b>135</b>	
<b>BODRUM (MILAS)</b>	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	5.8	44.2	21.2	15.4	7.7	1.9	3.8	0.0	0.0	0.0	32	56.9	18	50	
<b>BODRUM (MILAS)</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	5.6	5.6	27.8	16.7	22.2	0.0	11.1	0.0	0.0	153	52.9	21	17	
<b>BODRUM (MILAS)</b>	THY TURKISH AIRLINES	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>BODRUM (MILAS)</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	62.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	16	61.1	28	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.8</b>	<b>40.2</b>	<b>15.2</b>	<b>17.4</b>	<b>7.6</b>	<b>5.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>57.0</b>	<b>21</b>	<b>85</b>	
<b>DALAMAN</b>	BRITISH AIRWAYS PLC	S	24	0	0	4.2	8.3	58.3	20.8	0.0	0.0	4.2	0.0	4.2	0.0	0.0	70	62.5	25	16	
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	50	0	0	0.0	0.0	26.0	30.0	26.0	14.0	4.0	0.0	0.0	0.0	0.0	38	52.0	27	50	
<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	78.7	9	61	
<b>DALAMAN</b>	PEGASUS AIRLINES	S	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	16	87.5	4	8	
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	118	0	2	6.7	13.3	22.5	15.0	16.7	17.5	4.2	1.7	0.8	0.0	1.7	50	71.6	19	88	
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	53	0	0	0.0	7.5	22.6	20.8	24.5	13.2	7.5	3.8	0.0	0.0	0.0	48	65.0	28	18	
<b>TOTAL DALAMAN</b>			<b>253</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>9.4</b>	<b>26.7</b>	<b>20.0</b>	<b>18.8</b>	<b>13.7</b>	<b>4.7</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>48</b>	<b>68.7</b>	<b>19</b>	<b>241</b>	
<b>ISTANBUL</b>	THY TURKISH 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	
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	120	0	0	1.7	13.3	44.2	21.7	12.5	6.7	0.0	0.0	0.0	0.0	0.0	19	52.9	20	121	
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>13.2</b>	<b>43.8</b>	<b>21.5</b>	<b>12.4</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>52.9</b>	<b>20</b>	<b>121</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	60	0	0	16.7	26.7	36.7	15.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	8	66.1	15	59	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>26.7</b>	<b>36.7</b>	<b>15.0</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>0.0</b>	<b>8</b>	<b>66.1</b>	<b>15</b>	<b>59</b>	
IZMIR (ADNAN MENDERES)	EASYJET AIRLINE COMPANY LTD	S	22	0	0	0.0	18.2	36.4	13.6	13.6	0.0	18.2	0.0	0.0	0.0	0.0	37	45.0	21	20	
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	16.7	11.1	33.3	16.7	5.6	5.6	0.0	0.0	0.0	56	94.1	2	17	
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	10.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	35	75.0	10	8	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>28.0</b>	<b>12.0</b>	<b>26.0</b>	<b>10.0</b>	<b>10.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>68.9</b>	<b>12</b>	<b>45</b>	
<b>TOTAL TURKEY</b>			<b>772</b>	<b>0</b>	<b>5</b>	<b>3.5</b>	<b>10.6</b>	<b>32.6</b>	<b>18.4</b>	<b>16.6</b>	<b>11.6</b>	<b>4.0</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.6</b>	<b>39</b>	<b>58.8</b>	<b>21</b>	<b>686</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	17	0	0	11.8	17.6	52.9	0.0	5.9	5.9	5.9	0.0	0.0	0.0	0.0	21	77.8	15	18	
<b>TOTAL PROVIDENCIALES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>52.9</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.8</b>	<b>15</b>	<b>18</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>52.9</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.8</b>	<b>15</b>	<b>18</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	120	0	0	0.0	16.7	45.8	20.8	14.2	0.8	0.8	0.8	0.0	0.0	0.0	17	56.7	17	120	
<b>TOTAL KIEV (BORISPOL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>45.8</b>	<b>20.8</b>	<b>14.2</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>17</b>	<b>56.7</b>	<b>17</b>	<b>120</b>	
<b>TOTAL UKRAINE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>45.8</b>	<b>20.8</b>	<b>14.2</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>17</b>	<b>56.7</b>	<b>17</b>	<b>120</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	180	0	0	20.6	37.2	28.3	10.0	3.3	0.6	0.0	0.0	0.0	0.0	0.0	5	82.8	9	180	
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>37.2</b>	<b>28.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.6</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>82.8</b>	<b>9</b>	<b>180</b>	
<b>TOTAL UNITED ARAB</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>37.2</b>	<b>28.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.6</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>82.8</b>	<b>9</b>	<b>180</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	108	0	0	3.7	31.5	26.9	15.7	12.0	9.3	0.9	0.0	0.0	0.0	0.0	19	56.4	28	110	
<b>TOTAL ABERDEEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>31.5</b>	<b>26.9</b>	<b>15.7</b>	<b>12.0</b>	<b>9.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>56.4</b>	<b>28</b>	<b>110</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	350	0	0	3.1	26.3	36.0	12.0	16.9	2.9	2.3	0.3	0.3	0.0	0.0	20	59.2	25	348	
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	71.7	13	240	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>26.3</b>	<b>36.0</b>	<b>12.0</b>	<b>16.9</b>	<b>2.9</b>	<b>2.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.2</b>	<b>20</b>	<b>588</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	
<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>1</b>	
BRISTOL	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	15	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>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES	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	8	1	
<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>100.0</b>	<b>8</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>EAST MIDLANDS INTERNATIONAL</b>	AURIGNY AIR SERVICES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	196	0	0	5.1	46.4	28.1	10.7	4.6	3.1	2.0	0.0	0.0	0.0	0.0	11	76.5	12	196	
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	243	0	2	4.9	13.9	29.8	21.2	14.7	10.2	2.9	1.6	0.0	0.0	0.8	30	45.4	35	247	
<b>TOTAL EDINBURGH</b>			<b>439</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>28.3</b>	<b>29.0</b>	<b>16.6</b>	<b>10.2</b>	<b>7.0</b>	<b>2.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>59.1</b>	<b>25</b>	<b>443</b>	
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	194	0	1	9.2	39.5	31.3	10.3	7.2	2.1	0.0	0.0	0.0	0.0	0.5	9	75.5	13	200	
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	196	0	1	7.1	22.3	32.5	15.7	13.7	6.6	0.5	1.0	0.0	0.0	0.5	19	53.7	26	200	
<b>GLASGOW</b>	THOMAS COOK AIRLINES LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>GLASGOW</b>	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	85.7	6	7	
<b>TOTAL GLASGOW</b>			<b>390</b>	<b>0</b>	<b>4</b>	<b>8.1</b>	<b>30.7</b>	<b>31.7</b>	<b>12.9</b>	<b>10.4</b>	<b>4.3</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>65.0</b>	<b>19</b>	<b>407</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	340	0	8	2.3	30.2	40.8	13.2	6.9	3.2	0.3	0.6	0.3	0.0	2.3	14	75.9	17	338	
<b>TOTAL GUERNSEY</b>			<b>340</b>	<b>0</b>	<b>8</b>	<b>2.3</b>	<b>30.2</b>	<b>40.8</b>	<b>13.2</b>	<b>6.9</b>	<b>3.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>2.3</b>	<b>14</b>	<b>75.9</b>	<b>17</b>	<b>338</b>	
<b>INVERNESS</b>	EASYJET AIRLINE COMPANY LTD	S	154	0	0	0.6	18.2	40.3	14.9	15.6	7.8	1.3	1.3	0.0	0.0	0.0	24	57.7	24	156	
<b>TOTAL INVERNESS</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>18.2</b>	<b>40.3</b>	<b>14.9</b>	<b>15.6</b>	<b>7.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.7</b>	<b>24</b>	<b>156</b>	
<b>ISLE OF MAN</b>	EASYJET AIRLINE COMPANY LTD	S	132	0	1	5.3	31.6	36.1	9.0	12.8	4.5	0.0	0.0	0.0	0.0	0.8	14	60.4	19	134	
<b>TOTAL ISLE OF MAN</b>			<b>132</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>31.6</b>	<b>36.1</b>	<b>9.0</b>	<b>12.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>60.4</b>	<b>19</b>	<b>134</b>	
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	288	0	7	12.5	35.6	34.2	8.5	4.7	1.0	0.0	1.0	0.0	0.0	2.4	9	81.7	8	282	
<b>JERSEY</b>	EASYJET AIRLINE COMPANY LTD	S	184	0	1	9.2	29.7	34.6	12.4	3.8	5.4	3.2	1.1	0.0	0.0	0.5	18	61.1	19	190	
<b>TOTAL JERSEY</b>			<b>472</b>	<b>0</b>	<b>8</b>	<b>11.3</b>	<b>33.3</b>	<b>34.4</b>	<b>10.0</b>	<b>4.4</b>	<b>2.7</b>	<b>1.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>73.4</b>	<b>13</b>	<b>472</b>	
<b>LONDON CITY</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>1</b>	
<b>LUTON</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MANCHESTER</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>MANCHESTER</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	50.0	7	1	
<b>MANCHESTER</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 MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>7</b>	<b>1</b>	
<b>NEWQUAY</b>	FLYBE LTD	S	154	0	0	3.2	33.1	44.2	13.6	5.8	0.0	0.0	0.0	0.0	0.0	0.0	8	67.3	17	156	
<b>TOTAL NEWQUAY</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>33.1</b>	<b>44.2</b>	<b>13.6</b>	<b>5.8</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>67.3</b>	<b>17</b>	<b>156</b>	
<b>SOUTHEND</b>	STOBART AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2545</b>	<b>0</b>	<b>23</b>	<b>5.6</b>	<b>29.5</b>	<b>34.9</b>	<b>13.0</b>	<b>9.9</b>	<b>4.3</b>	<b>1.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>65.8</b>	<b>19</b>	<b>2808</b>
<b>USA</b>																				
<b>AUSTIN (BERGSTROM)</b>	NORWEGIAN AIR UK LTD	S	26	0	0	0.0	7.7	46.2	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>46.2</b>	<b>30.8</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BANGOR</b>	FAI FLIGHT- AMBULANCE SERVICE	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	79	0.0	0	0
<b>TOTAL BANGOR</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>79</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>BOSTON</b>	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	35
<b>BOSTON</b>	NORWEGIAN AIR UK LTD	S	56	0	3	3.4	13.6	40.7	18.6	8.5	6.8	1.7	1.7	0.0	0.0	5.1	23	0.0	0	0
<b>TOTAL BOSTON</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>13.6</b>	<b>40.7</b>	<b>18.6</b>	<b>8.5</b>	<b>6.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>23</b>	<b>50.0</b>	<b>19</b>	<b>35</b>
<b>CHICAGO (O'HARE)</b>	NORWEGIAN AIR UK LTD	S	60	0	1	3.3	24.6	37.7	8.2	14.8	4.9	0.0	3.3	1.6	0.0	1.6	31	0.0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>3.3</b>	<b>24.6</b>	<b>37.7</b>	<b>8.2</b>	<b>14.8</b>	<b>4.9</b>	<b>0.0</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>DALLAS/FORT WORTH</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1
<b>TOTAL DALLAS/FORT WORTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>DENVER INTERNATIONAL</b>	NORWEGIAN AIR UK LTD	S	26	0	0	3.8	11.5	42.3	11.5	7.7	11.5	7.7	3.8	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>42.3</b>	<b>11.5</b>	<b>7.7</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</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>
<b>FORT LAUDERDALE</b>	BRITISH AIRWAYS PLC	S	24	0	2	15.4	30.8	34.6	3.8	3.8	3.8	0.0	0.0	0.0	0.0	7.7	8	0.0	0	0
<b>FORT LAUDERDALE</b>	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.1	52	17
<b>FORT LAUDERDALE</b>	NORWEGIAN AIR UK LTD	S	26	0	0	7.7	7.7	30.8	19.2	7.7	19.2	0.0	7.7	0.0	0.0	0.0	50	0.0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>19.2</b>	<b>32.7</b>	<b>11.5</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>30</b>	<b>47.1</b>	<b>52</b>	<b>17</b>
<b>LAS VEGAS</b>	BRITISH AIRWAYS PLC	S	26	0	1	0.0	14.8	33.3	7.4	25.9	7.4	0.0	7.4	0.0	0.0	3.7	39	0.0	0	0
<b>LAS VEGAS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	0	0.0	19.0	39.7	17.2	12.1	6.9	3.4	1.7	0.0	0.0	0.0	26	70.5	27	60
<b>TOTAL LAS VEGAS</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.6</b>	<b>37.6</b>	<b>14.1</b>	<b>16.5</b>	<b>7.1</b>	<b>2.4</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>30</b>	<b>70.5</b>	<b>27</b>	<b>60</b>
<b>LOS ANGELES INTERNATIONAL</b>	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	
<b>LOS ANGELES INTERNATIONAL</b>	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.7	30	60	
<b>LOS ANGELES INTERNATIONAL</b>	NORWEGIAN AIR UK LTD	S	92	0	2	7.4	14.9	29.8	19.1	13.8	9.6	1.1	2.1	0.0	0.0	2.1	27	0.0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>92</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>14.7</b>	<b>29.5</b>	<b>18.9</b>	<b>13.7</b>	<b>9.5</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>27</b>	<b>51.7</b>	<b>30</b>	<b>60</b>
<b>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	52	0	7	6.8	23.7	28.8	11.9	6.8	10.2	0.0	0.0	0.0	0.0	11.9	17	69.5	14	58
<b>NEW YORK (JF KENNEDY)</b>	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.8	27	60	
<b>NEW YORK (JF KENNEDY)</b>	NORWEGIAN AIR UK LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>NEW YORK (JF KENNEDY)</b>	NORWEGIAN AIR UK LTD	S	103	0	3	12.3	19.8	27.4	17.0	10.4	5.7	0.9	2.8	0.9	0.0	2.8	28	0.0	0	0



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 NEW YORK (JF KENNEDY)</b>			<b>155</b>	<b>0</b>	<b>11</b>	<b>10.2</b>	<b>21.1</b>	<b>27.7</b>	<b>15.1</b>	<b>9.0</b>	<b>7.2</b>	<b>0.6</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>6.6</b>	<b>24</b>	<b>62.0</b>	<b>21</b>	<b>118</b>
OAKLAND	BRITISH AIRWAYS PLC	S	24	0	2	7.7	30.8	26.9	3.8	7.7	15.4	0.0	0.0	0.0	0.0	7.7	22	52.9	26	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	0.0	0	51.2	26	43
OAKLAND	NORWEGIAN AIR UK LTD	S	51	0	0	2.0	35.3	29.4	15.7	3.9	5.9	7.8	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL OAKLAND</b>			<b>75</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>33.8</b>	<b>28.6</b>	<b>11.7</b>	<b>5.2</b>	<b>9.1</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>22</b>	<b>51.9</b>	<b>26</b>	<b>77</b>
ORLANDO	BRITISH AIRWAYS PLC	S	110	0	0	5.5	18.2	31.8	10.9	21.8	8.2	2.7	0.9	0.0	0.0	0.0	25	79.6	11	98
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	50.0	22	26	
ORLANDO	NORWEGIAN AIR UK LTD	S	35	0	0	2.9	22.9	25.7	20.0	17.1	11.4	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
ORLANDO	THOMAS COOK AIRLINES LTD	S	27	0	2	0.0	6.9	24.1	17.2	20.7	3.4	13.8	3.4	3.4	0.0	6.9	95	71.4	11	26
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	93	0	0	2.2	9.7	40.9	22.6	14.0	9.7	1.1	0.0	0.0	0.0	0.0	24	70.0	20	100
<b>TOTAL ORLANDO</b>			<b>265</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>14.6</b>	<b>33.3</b>	<b>16.9</b>	<b>18.4</b>	<b>8.6</b>	<b>3.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>31</b>	<b>71.5</b>	<b>16</b>	<b>251</b>
SANFORD	TUI AIRWAYS LTD	C	17	0	0	0.0	23.5	64.7	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	9	17
<b>TOTAL SANFORD</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>64.7</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>76.5</b>	<b>9</b>	<b>17</b>
SEATTLE (TACOMA)	NORWEGIAN AIR UK LTD	S	34	0	0	5.9	20.6	44.1	11.8	5.9	5.9	0.0	5.9	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL SEATTLE (TACOMA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>20.6</b>	<b>44.1</b>	<b>11.8</b>	<b>5.9</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TAMPA	BRITISH AIRWAYS PLC	S	56	0	3	8.5	18.6	30.5	11.9	11.9	5.1	6.8	1.7	0.0	0.0	5.1	28	78.8	7	52
<b>TOTAL TAMPA</b>			<b>56</b>	<b>0</b>	<b>3</b>	<b>8.5</b>	<b>18.6</b>	<b>30.5</b>	<b>11.9</b>	<b>11.9</b>	<b>5.1</b>	<b>6.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>78.8</b>	<b>7</b>	<b>52</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	100.0	2	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>100.0</b>	<b>2</b>	<b>1</b>	
<b>TOTAL USA</b>			<b>997</b>	<b>0</b>	<b>28</b>	<b>5.3</b>	<b>18.4</b>	<b>34.0</b>	<b>15.0</b>	<b>12.3</b>	<b>7.9</b>	<b>2.2</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>2.7</b>	<b>28</b>	<b>64.7</b>	<b>20</b>	<b>689</b>
<b>TOTAL GATWICK</b>			<b>26340</b>	<b>0</b>	<b>260</b>	<b>4.2</b>	<b>20.9</b>	<b>37.0</b>	<b>14.8</b>	<b>13.0</b>	<b>6.5</b>	<b>1.7</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>64.6</b>	<b>20</b>	<b>26588</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
LINZ	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	
LINZ	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
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	0.0	20	1	
SALZBURG	BA CITYFLYER LTD	C	10	0	0	20.0	0.0	30.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	23	100.0	1	8	
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>0.0</b>	<b>30.0</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>23</b>	<b>88.9</b>	<b>3</b>	<b>9</b>	
<b>TOTAL AUSTRIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>9.1</b>	<b>27.3</b>	<b>9.1</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>90.0</b>	<b>3</b>	<b>10</b>	
<b>BELGIUM</b>																					
ANTWERP	VLM (BELGIUM)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
<b>TOTAL ANTWERP</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>2</b>	
CHARLEROI	RYANAIR	S	18	0	0	0.0	22.2	50.0	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	56.3	15	16	
<b>TOTAL CHARLEROI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</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>14</b>	<b>56.3</b>	<b>15</b>	<b>16</b>	
<b>TOTAL BELGIUM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</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>14</b>	<b>55.6</b>	<b>15</b>	<b>18</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	17	0	0	17.6	35.3	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	7	17	
BURGAS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BURGAS	TUI AIRWAYS LTD	C	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	13	87.5	3	8	
<b>TOTAL BURGAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>45.5</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.0</b>	<b>5</b>	<b>25</b>	
SOFIA	RYANAIR	S	16	0	0	0.0	6.3	25.0	12.5	37.5	6.3	6.3	6.3	0.0	0.0	0.0	47	43.8	22	16	
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</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>47</b>	<b>43.8</b>	<b>22</b>	<b>16</b>	
<b>TOTAL BULGARIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>20.4</b>	<b>38.8</b>	<b>16.3</b>	<b>12.2</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.3</b>	<b>12</b>	<b>41</b>	
<b>CANADA</b>																					
TORONTO	AIR CANADA	S	12	0	0	16.7	25.0	33.3	0.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	26	41.7	30	12	
TORONTO	AIR TRANSAT	S	42	0	0	11.9	31.0	33.3	9.5	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	66.7	23	45	
TORONTO	WEST JET AIRLINES	S	44	0	0	6.8	38.6	40.9	4.5	6.8	2.3	0.0	0.0	0.0	0.0	0.0	9	98.3	3	60	
<b>TOTAL TORONTO</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>33.7</b>	<b>36.7</b>	<b>6.1</b>	<b>4.1</b>	<b>8.2</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>80.3</b>	<b>14</b>	<b>117</b>	
VANCOUVER	AIR TRANSAT	S	8	0	0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	8	
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>75.0</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>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL CANADA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>36.8</b>	<b>34.0</b>	<b>6.6</b>	<b>3.8</b>	<b>7.5</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>81.6</b>	<b>13</b>	<b>125</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	9	0	0	22.2	0.0	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	10	5	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	17	5	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>0.0</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.0</b>	<b>14</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>0.0</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.0</b>	<b>14</b>	<b>10</b>	
<b>CROATIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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	
DUBROVNIK	JET2.COM 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	10	100.0	0	8	
DUBROVNIK	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	25.0	0.0	0.0	186	80.0	27	10	
<b>TOTAL DUBROVNIK</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>0.0</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>98</b>	<b>88.9</b>	<b>15</b>	<b>18</b>	
SPLIT	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	214	1	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	25.0	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	7	16	
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>56.3</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>0.0</b>	<b>7</b>	<b>76.5</b>	<b>19</b>	<b>17</b>	
<b>TOTAL CROATIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>82.9</b>	<b>17</b>	<b>35</b>	
<b>CUBA</b>																					
CUNAGUA (CAYO COCO)	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	33	0.0	94	1	
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>94</b>	<b>1</b>	
<b>TOTAL CUBA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>94</b>	<b>1</b>	
<b>CYPRUS</b>																					
LARNACA	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	4	87.5	5	8	
LARNACA	THOMAS COOK AIRLINES LTD	S	15	0	0	0.0	0.0	20.0	13.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	52	43.8	23	16	
LARNACA	TUI AIRWAYS LTD	C	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	23	50.0	17	8	
<b>TOTAL LARNACA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>9.7</b>	<b>29.0</b>	<b>19.4</b>	<b>22.6</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>32</b>	<b>56.3</b>	<b>17</b>	<b>32</b>	
PAPHOS	JET2.COM LTD	S	17	0	0	0.0	5.9	5.9	47.1	29.4	11.8	0.0	0.0	0.0	0.0	0.0	31	41.2	19	17	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	62.5	19	16	
<b>TOTAL PAPHOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>12.0</b>	<b>8.0</b>	<b>36.0</b>	<b>32.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>51.5</b>	<b>19</b>	<b>33</b>	
<b>TOTAL CYPRUS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.7</b>	<b>19.6</b>	<b>26.8</b>	<b>26.8</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>30</b>	<b>53.8</b>	<b>18</b>	<b>65</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>12</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>12</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	8	
<b>TOTAL BORDEAUX</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	22.2	27.8	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	21	68.8	13	16	
<b>TOTAL CARCASSONNE</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>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>21</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	2	0	3	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	60.0	40	40.0	51	10	
<b>TOTAL MARSEILLE</b>			<b>2</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>40</b>	<b>40.0</b>	<b>51</b>	<b>10</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	0	2	
NANTES	SUN AIR JETS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
<b>TOTAL 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>66.7</b>	<b>7</b>	<b>3</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
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	0.0	0	78.3	10	60
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	72	0	2	0.0	23.0	54.1	14.9	5.4	0.0	0.0	0.0	0.0	0.0	2.7	9	73.3	12	60
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.0</b>	<b>54.1</b>	<b>14.9</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>2.7</b>	<b>9</b>	<b>75.8</b>	<b>11</b>	<b>120</b>
<b>TOTAL FRANCE</b>			<b>98</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>21.4</b>	<b>45.6</b>	<b>15.5</b>	<b>11.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>13</b>	<b>73.9</b>	<b>13</b>	<b>157</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	56	0	0	8.9	42.9	28.6	3.6	7.1	5.4	1.8	0.0	1.8	0.0	0.0	20	81.7	9	60
BERLIN (SCHONEFELD)	RYANAIR	S	51	0	0	5.9	11.8	41.2	17.6	5.9	3.9	3.9	7.8	2.0	0.0	0.0	46	64.0	18	50
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>28.0</b>	<b>34.6</b>	<b>10.3</b>	<b>6.5</b>	<b>4.7</b>	<b>2.8</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>73.6</b>	<b>13</b>	<b>110</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	5.8	30.8	21.2	5.8	13.5	19.2	0.0	3.8	0.0	0.0	0.0	38	43.2	26	44
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	87.5	9	8
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>30.8</b>	<b>21.2</b>	<b>5.8</b>	<b>13.5</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>50.0</b>	<b>24</b>	<b>52</b>
FRANKFURT MAIN	LUFTHANSA	S	60	0	0	0.0	10.0	35.0	18.3	26.7	10.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>35.0</b>	<b>18.3</b>	<b>26.7</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MUNICH	LUFTHANSA	S	44	0	0	2.3	34.1	36.4	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	8
<b>TOTAL MUNICH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>34.1</b>	<b>36.4</b>	<b>13.6</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>9</b>	<b>8</b>
<b>TOTAL GERMANY</b>			<b>263</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>25.5</b>	<b>32.3</b>	<b>11.8</b>	<b>13.7</b>	<b>8.0</b>	<b>1.1</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>66.5</b>	<b>16</b>	<b>170</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	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	25.0	25	8
<b>TOTAL CHANIA</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>25.0</b>	<b>25</b>	<b>8</b>
CORFU	JET2.COM LTD	S	8	0	0	0.0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	87.5	7	8
CORFU	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	56.3	25.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	83.3	8	18
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	0.0	40.0	0.0	0.0	30.0	10.0	0.0	0.0	0.0	74	70.0	9	10
<b>TOTAL CORFU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>20.6</b>	<b>20.6</b>	<b>0.0</b>	<b>11.8</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>80.6</b>	<b>8</b>	<b>36</b>
HERAKLION	JET2.COM LTD	S	25	0	0	16.0	12.0	28.0	32.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	18	92.3	8	26
HERAKLION	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	11.8	35.3	5.9	29.4	11.8	5.9	0.0	0.0	0.0	0.0	33	76.5	9	17
HERAKLION	TUI AIRWAYS LTD	C	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	100.0	1	8
<b>TOTAL HERAKLION</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>18.0</b>	<b>32.0</b>	<b>20.0</b>	<b>12.0</b>	<b>8.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.2</b>	<b>7</b>	<b>51</b>
KEFALLINIA	JET2.COM LTD	S	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	5.6	11.1	11.1	66.7	5.6	0.0	0.0	0.0	0.0	0.0	36	87.5	7	16
KOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>15.4</b>	<b>15.4</b>	<b>50.0</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>29</b>	<b>87.5</b>	<b>7</b>	<b>16</b>
RHODES	JET2.COM LTD	S	18	0	0	0.0	11.1	16.7	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	15	9
RHODES	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	12	9

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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>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	37.5	27	8
<b>TOTAL RHODES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>23.1</b>	<b>46.2</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.7</b>	<b>18</b>	<b>26</b>
<b>SALONIKA</b>	JET2.COM LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ZAKINTHOS</b>	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	8
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	31.3	31.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	52.9	20	17
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	17	8
<b>TOTAL ZAKINTHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>46.9</b>	<b>21.9</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>63.6</b>	<b>16</b>	<b>33</b>
<b>TOTAL GREECE</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>20.3</b>	<b>30.7</b>	<b>22.9</b>	<b>16.7</b>	<b>4.7</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.1</b>	<b>11</b>	<b>170</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	WIZZ AIR	S	18	0	0	5.6	33.3	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	15	26
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.5</b>	<b>15</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.5</b>	<b>15</b>	<b>26</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	ICELANDAIR	S	60	0	0	0.0	15.0	25.0	15.0	23.3	8.3	8.3	5.0	0.0	0.0	0.0	46	43.3	60	60
<b>TOTAL KEFLAVIK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>25.0</b>	<b>15.0</b>	<b>23.3</b>	<b>8.3</b>	<b>8.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>43.3</b>	<b>60</b>	<b>60</b>
<b>TOTAL ICELAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>25.0</b>	<b>15.0</b>	<b>23.3</b>	<b>8.3</b>	<b>8.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>43.3</b>	<b>60</b>	<b>60</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	AER LINGUS	S	42	0	0	0.0	28.6	23.8	21.4	9.5	2.4	4.8	9.5	0.0	0.0	0.0	42	68.2	18	44
<b>TOTAL CORK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>23.8</b>	<b>21.4</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>68.2</b>	<b>18</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	84.2	20	38
<b>DONEGAL</b>	LOGANAIR LTD	S	36	0	2	7.9	28.9	34.2	5.3	10.5	7.9	0.0	0.0	0.0	0.0	5.3	16	0.0	0	0
<b>TOTAL DONEGAL</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>28.9</b>	<b>34.2</b>	<b>5.3</b>	<b>10.5</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>16</b>	<b>84.2</b>	<b>20</b>	<b>38</b>
<b>DUBLIN</b>	AER LINGUS	S	264	0	0	1.1	23.1	40.2	14.4	14.8	4.9	1.5	0.0	0.0	0.0	0.0	19	80.5	8	302
<b>DUBLIN</b>	AIR TRANSAT	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	62	0.0	0	0
<b>DUBLIN</b>	RYANAIR	S	170	0	0	0.6	30.0	29.4	18.2	13.5	7.6	0.0	0.6	0.0	0.0	0.0	19	80.8	8	146
<b>TOTAL DUBLIN</b>			<b>436</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>25.7</b>	<b>35.8</b>	<b>15.8</b>	<b>14.4</b>	<b>6.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.6</b>	<b>8</b>	<b>448</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>514</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>26.2</b>	<b>34.7</b>	<b>15.5</b>	<b>13.8</b>	<b>6.0</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>79.8</b>	<b>10</b>	<b>530</b>
<b>ITALY</b>																				
<b>GENOA</b>	BA CITYFLYER LTD	C	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL GENOA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GROSETTO</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	100.0	0	1
<b>TOTAL GROSETTO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>MILAN (MALPENSA)</b>	BA CITYFLYER LTD	C	7	0	0	0.0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	60.0	36	5
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	30.8	19.2	11.5	11.5	23.1	0.0	0.0	0.0	0.0	0.0	28	73.1	25	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 MILAN (MALPENSA)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>27.3</b>	<b>24.2</b>	<b>12.1</b>	<b>12.1</b>	<b>21.2</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>71.0</b>	<b>27</b>	<b>31</b>	
NAPLES	TUI AIRWAYS LTD	C	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	17	60.0	16	10	
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>60.0</b>	<b>16</b>	<b>10</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	55.6	11.1	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	14	94.4	5	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>11.1</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>0.0</b>	<b>14</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
VENICE	BA CITYFLYER LTD	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	21	87.5	5	8	
<b>TOTAL VENICE</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>21</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
VERONA VILLAFRANCA	ALBA STAR	C	10	0	0	0.0	0.0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	25.0	21	8	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	12.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	60	87.5	7	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>33.3</b>	<b>22.2</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>41</b>	<b>56.3</b>	<b>14</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>26.7</b>	<b>26.7</b>	<b>16.7</b>	<b>17.8</b>	<b>8.9</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>73.8</b>	<b>16</b>	<b>84</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	77	2	
<b>TOTAL MONTEGO BAY</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>50.0</b>	<b>77</b>	<b>2</b>	
<b>TOTAL JAMAICA</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>50.0</b>	<b>77</b>	<b>2</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	16	0	0	6.3	56.3	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	16	
<b>TOTAL RIGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL LATVIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>LITHUANIA</b>																					
PALANGA	RYANAIR	S	17	0	0	0.0	41.2	17.6	5.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	21	77.8	10	18	
<b>TOTAL PALANGA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</b>	<b>29.4</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>21</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</b>	<b>29.4</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>21</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	16	0	0	6.3	43.8	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	6	18	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</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>11</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</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>11</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>MEXICO</b>																					
CANCUN	THOMAS COOK AIRLINES LTD	S	17	0	0	11.8	11.8	17.6	11.8	0.0	5.9	17.6	0.0	23.5	0.0	0.0	309	72.7	10	11	
CANCUN	TUI AIRWAYS LTD	C	15	0	0	6.7	6.7	46.7	6.7	20.0	0.0	13.3	0.0	0.0	0.0	0.0	31	66.7	12	12	
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	100.0	0	2	
<b>TOTAL CANCUN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>9.4</b>	<b>31.3</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>15.6</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>179</b>	<b>72.0</b>	<b>10</b>	<b>25</b>	
<b>TOTAL MEXICO</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>9.4</b>	<b>31.3</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>15.6</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>179</b>	<b>72.0</b>	<b>10</b>	<b>25</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	50	0	0	10.0	28.0	38.0	12.0	8.0	2.0	0.0	2.0	0.0	0.0	0.0	13	88.5	9	52	
AMSTERDAM	KLM	S	172	0	2	0.0	26.4	50.6	12.1	8.0	0.6	0.0	1.1	0.0	0.0	1.1	12	79.3	11	222	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
AMSTERDAM	KLM CITYHOPPER	S	24	0	0	8.3	54.2	29.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
<b>TOTAL AMSTERDAM</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>29.4</b>	<b>46.0</b>	<b>11.3</b>	<b>7.7</b>	<b>0.8</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>82.1</b>	<b>10</b>	<b>290</b>	
<b>TOTAL NETHERLANDS</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>29.4</b>	<b>46.0</b>	<b>11.3</b>	<b>7.7</b>	<b>0.8</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>11</b>	<b>82.1</b>	<b>10</b>	<b>290</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	18	0	0	0.0	22.2	33.3	0.0	5.6	27.8	11.1	0.0	0.0	0.0	0.0	50	50.0	20	12	
<b>TOTAL BERGEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</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>50</b>	<b>50.0</b>	<b>20</b>	<b>12</b>	
<b>TOTAL NORWAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>5.6</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>50</b>	<b>50.0</b>	<b>20</b>	<b>12</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	18	0	0	0.0	0.0	16.7	11.1	50.0	22.2	0.0	0.0	0.0	0.0	0.0	42	33.3	28	18	
<b>TOTAL BYDGOSZCZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>33.3</b>	<b>28</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	0.0	0	81.3	10	16	
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
KATOWICE	WIZZ AIR	S	22	0	0	4.5	18.2	18.2	22.7	31.8	4.5	0.0	0.0	0.0	0.0	0.0	24	70.0	8	20	
<b>TOTAL KATOWICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>18.2</b>	<b>18.2</b>	<b>22.7</b>	<b>31.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>70.0</b>	<b>8</b>	<b>20</b>	
KRAKOW	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	0.0	5	0.0	0	0	
<b>TOTAL KRAKOW</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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	16	
<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>62.5</b>	<b>16</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	0.0	3.8	19.2	26.9	38.5	7.7	3.8	0.0	0.0	0.0	0.0	35	57.7	24	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>19.2</b>	<b>26.9</b>	<b>38.5</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>35</b>	<b>57.7</b>	<b>24</b>	<b>26</b>	
WROCLAW	RYANAIR	S	18	0	0	0.0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	7	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>7</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>17.0</b>	<b>28.0</b>	<b>19.0</b>	<b>26.0</b>	<b>7.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.7</b>	<b>15</b>	<b>124</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	BA CITYFLYER LTD	C	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	7	
FARO	EASYJET AIRLINE COMPANY LTD	S	24	0	0	8.3	33.3	25.0	8.3	16.7	0.0	0.0	8.3	0.0	0.0	0.0	30	85.7	5	28	
FARO	JET2.COM LTD	S	60	0	0	21.7	55.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.0	3	60	
<b>TOTAL FARO</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>46.2</b>	<b>24.7</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.6</b>	<b>3</b>	<b>95</b>	
LISBON	RYANAIR	S	16	0	0	0.0	6.3	25.0	18.8	31.3	6.3	12.5	0.0	0.0	0.0	0.0	46	66.7	18	18	
<b>TOTAL LISBON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>18.8</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>46</b>	<b>66.7</b>	<b>18</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>40.4</b>	<b>24.8</b>	<b>4.6</b>	<b>8.3</b>	<b>0.9</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.5</b>	<b>6</b>	<b>113</b>	
<b>PORTUGAL(MADEIRA)</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>75.0</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>0</b>	<b>87.5</b>	<b>8</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>75.0</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>0</b>	<b>87.5</b>	<b>8</b>	<b>8</b>
<b>REPUBLIC OF KOREA</b>																				
SEOUL (INCHEON)	KOREAN 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	17	0.0	0	0
<b>TOTAL SEOUL (INCHEON)</b>			<b>3</b>	<b>0</b>	<b>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>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>3</b>	<b>0</b>	<b>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>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	24	0	0	25.0	20.8	41.7	4.2	0.0	0.0	8.3	0.0	0.0	0.0	0.0	18	96.2	3	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	0.0	0	66.7	31	18
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>20.8</b>	<b>41.7</b>	<b>4.2</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>18</b>	<b>84.1</b>	<b>15</b>	<b>44</b>
IASI	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	100.0	2	8
<b>TOTAL IASI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>8</b>
<b>TOTAL ROMANIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>20.8</b>	<b>41.7</b>	<b>4.2</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>18</b>	<b>86.5</b>	<b>13</b>	<b>52</b>
<b>SPAIN</b>																				
ALICANTE	BA CITYFLYER LTD	C	10	0	0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	66	0	2	5.9	60.3	26.5	2.9	1.5	0.0	0.0	0.0	0.0	0.0	2.9	3	89.7	5	68
ALICANTE	JET2.COM LTD	S	74	0	0	6.8	40.5	37.8	6.8	6.8	1.4	0.0	0.0	0.0	0.0	0.0	8	89.2	9	74
ALICANTE	RYANAIR	S	26	0	0	0.0	15.4	42.3	23.1	0.0	19.2	0.0	0.0	0.0	0.0	0.0	23	53.8	18	26
ALICANTE	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	18	61.1	17	18
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	37.5	49	16
<b>TOTAL ALICANTE</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>42.6</b>	<b>33.5</b>	<b>9.6</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>1.1</b>	<b>9</b>	<b>78.2</b>	<b>13</b>	<b>202</b>
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	2	8
<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>100.0</b>	<b>2</b>	<b>8</b>
BARCELONA	BA CITYFLYER LTD	C	7	0	1	0.0	25.0	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	12.5	29	37.5	22	8
BARCELONA	JET2.COM LTD	S	24	0	0	0.0	12.5	54.2	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	15	76.9	8	26
<b>TOTAL BARCELONA</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.6</b>	<b>50.0</b>	<b>18.8</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>3.1</b>	<b>18</b>	<b>67.6</b>	<b>11</b>	<b>34</b>
GIRONA	JET2.COM LTD	S	16	0	0	0.0	18.8	56.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	9	18
<b>TOTAL GIRONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>9</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	87.5	6	8
IBIZA	JET2.COM LTD	S	44	0	0	4.5	31.8	38.6	15.9	6.8	2.3	0.0	0.0	0.0	0.0	0.0	11	81.8	7	44
IBIZA	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	35.3	23.5	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	15
IBIZA	TUI AIRWAYS LTD	C	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	87.5	4	16
<b>TOTAL IBIZA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.9</b>	<b>36.7</b>	<b>17.7</b>	<b>7.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.7</b>	<b>5</b>	<b>83</b>
MADRID	RYANAIR	S	34	0	0	0.0	50.0	35.3	11.8	0.0	2.9	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 JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MAHON	BA CITYFLYER LTD	C	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	12	75.0	18	8	
MAHON	JET2.COM LTD	S	18	0	0	0.0	38.9	33.3	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	6	16	
MAHON	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	35.3	41.2	0.0	5.9	0.0	11.8	0.0	0.0	0.0	0.0	24	88.2	6	17	
<b>TOTAL MAHON</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.8</b>	<b>35.6</b>	<b>8.9</b>	<b>6.7</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.4</b>	<b>8</b>	<b>41</b>	
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	29	8	
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	100.0	2	8	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	3.3	36.7	45.0	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	7	60	
MALAGA	JET2.COM LTD	S	44	0	0	6.8	38.6	38.6	11.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	12	42	
MALAGA	RYANAIR	S	34	0	0	0.0	11.8	41.2	17.6	26.5	2.9	0.0	0.0	0.0	0.0	0.0	19	67.6	13	34	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	80.0	7	10	
<b>TOTAL MALAGA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>30.1</b>	<b>42.5</b>	<b>13.7</b>	<b>8.9</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>10</b>	<b>75.9</b>	<b>10</b>	<b>162</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	37.5	30	8	
PALMA DE MALLORCA	BA CITYFLYER LTD	C	20	0	0	5.0	15.0	55.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	15	24	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	15.0	60.0	15.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	19	65.4	15	26	
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	31.3	26	16	
PALMA DE MALLORCA	JET2.COM LTD	S	100	0	0	8.0	34.0	37.0	13.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8	82.7	9	98	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	32	0	0	0.0	40.6	25.0	25.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	15	72.9	9	48	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	26	0	0	0.0	0.0	34.6	19.2	30.8	11.5	3.8	0.0	0.0	0.0	0.0	34	81.3	7	16	
<b>TOTAL PALMA DE MALLORCA</b>			<b>198</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>26.8</b>	<b>38.9</b>	<b>16.2</b>	<b>9.1</b>	<b>3.5</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>71.6</b>	<b>12</b>	<b>236</b>	
REUS	BA CITYFLYER LTD	C	10	0	0	0.0	50.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	24	8	
REUS	JET2.COM LTD	S	26	0	0	0.0	42.3	42.3	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	96.2	4	26	
REUS	THOMAS COOK AIRLINES LTD	S	24	0	2	0.0	38.5	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7.7	7	66.7	11	24	
REUS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	7	26	
<b>TOTAL REUS</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>41.4</b>	<b>42.9</b>	<b>7.1</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>2.9</b>	<b>8</b>	<b>81.0</b>	<b>9</b>	<b>84</b>	
VALENCIA	RYANAIR	S	18	0	0	0.0	11.1	44.4	11.1	11.1	11.1	5.6	5.6	0.0	0.0	0.0	40	83.3	9	18	
<b>TOTAL VALENCIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</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>40</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>821</b>	<b>0</b>	<b>5</b>	<b>3.4</b>	<b>33.4</b>	<b>39.0</b>	<b>13.1</b>	<b>6.9</b>	<b>2.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>77.2</b>	<b>10</b>	<b>886</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	26	0	0	19.2	50.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	9	26	
ARRECIFE	RYANAIR	S	18	0	0	0.0	16.7	27.8	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	27	50.0	39	16	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	12.5	31.3	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	18	64.0	21	25	
ARRECIFE	TUI AIRWAYS LTD	C	9	0	0	11.1	33.3	22.2	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	36	60.0	25	10	
<b>TOTAL ARRECIFE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>30.4</b>	<b>26.1</b>	<b>17.4</b>	<b>10.1</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.5</b>	<b>21</b>	<b>77</b>	
FUERTEVENTURA	JET2.COM LTD	S	17	0	0	11.8	29.4	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	5	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	2	7	
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	100.0	0	8	
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>25.9</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>93.9</b>	<b>3</b>	<b>33</b>	
LAS PALMAS	JET2.COM LTD	S	26	0	0	19.2	34.6	26.9	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	4	26	
LAS PALMAS	RYANAIR	S	8	0	0	0.0	0.0	12.5	25.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	70	62.5	20	8	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	70.0	20	10	
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	87.5	6	8	
<b>TOTAL LAS PALMAS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>23.3</b>	<b>27.9</b>	<b>14.0</b>	<b>11.6</b>	<b>7.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.7</b>	<b>10</b>	<b>52</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	44	0	0	13.6	25.0	36.4	15.9	6.8	2.3	0.0	0.0	0.0	0.0	0.0	10	86.0	29	43	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	25	0	0	4.0	24.0	28.0	32.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	15	78.8	9	33	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	45	64.0	22	25	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>21.5</b>	<b>29.1</b>	<b>21.5</b>	<b>15.2</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>16</b>	<b>78.2</b>	<b>21</b>	<b>101</b>	
<b>TOTAL SPAIN(CANARY TUNISIA)</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>25.2</b>	<b>31.2</b>	<b>17.4</b>	<b>11.0</b>	<b>4.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.9</b>	<b>17</b>	<b>263</b>	
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	17	0	0	0.0	35.3	41.2	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	8	
ANTALYA	THOMAS COOK AIRLINES LTD	S	34	0	0	2.9	20.6	35.3	20.6	17.6	2.9	0.0	0.0	0.0	0.0	0.0	18	75.0	12	24	
<b>TOTAL ANTALYA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>25.5</b>	<b>37.3</b>	<b>21.6</b>	<b>11.8</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>15</b>	<b>81.3</b>	<b>9</b>	<b>32</b>	
BODRUM (MILAS)	JET2.COM LTD	S	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	19	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	JET2.COM LTD	S	26	0	0	3.8	34.6	34.6	0.0	11.5	15.4	0.0	0.0	0.0	0.0	0.0	19	76.5	11	17	
DALAMAN	THOMAS COOK AIRLINES LTD	S	51	0	0	0.0	19.6	21.6	17.6	25.5	3.9	11.8	0.0	0.0	0.0	0.0	35	46.5	53	43	
DALAMAN	TUI AIRWAYS LTD	C	16	0	0	6.3	12.5	50.0	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	17	75.0	10	8	
<b>TOTAL DALAMAN</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>22.6</b>	<b>30.1</b>	<b>12.9</b>	<b>18.3</b>	<b>7.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>57.4</b>	<b>38</b>	<b>68</b>	
<b>TOTAL TURKEY</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>22.9</b>	<b>34.6</b>	<b>15.7</b>	<b>15.0</b>	<b>5.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>65.0</b>	<b>29</b>	<b>100</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	119	0	1	19.2	45.0	26.7	5.0	3.3	0.0	0.0	0.0	0.0	0.0	0.8	4	85.0	7	120	
<b>TOTAL DUBAI</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>19.2</b>	<b>45.0</b>	<b>26.7</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>85.0</b>	<b>7</b>	<b>120</b>	
<b>TOTAL UNITED ARAB</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>19.2</b>	<b>45.0</b>	<b>26.7</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>85.0</b>	<b>7</b>	<b>120</b>	
<b>UNITED KINGDOM</b>																					
BARRA	LOGANAIR LTD	S	130	0	10	0.0	35.7	44.3	5.7	1.4	4.3	1.4	0.0	0.0	0.0	7.1	12	80.0	15	130	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 BARRA</b>			<b>130</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>35.7</b>	<b>44.3</b>	<b>5.7</b>	<b>1.4</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>12</b>	<b>80.0</b>	<b>15</b>	<b>130</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	209	0	3	8.5	52.8	22.6	3.3	3.3	5.7	2.4	0.0	0.0	0.0	1.4	12	68.9	17	267
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>209</b>	<b>0</b>	<b>3</b>	<b>8.5</b>	<b>52.8</b>	<b>22.6</b>	<b>3.3</b>	<b>3.3</b>	<b>5.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>68.9</b>	<b>17</b>	<b>267</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	172	0	0	1.7	60.5	26.2	4.7	2.3	1.2	2.3	1.2	0.0	0.0	0.0	12	79.8	9	114
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>60.5</b>	<b>26.2</b>	<b>4.7</b>	<b>2.3</b>	<b>1.2</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.8</b>	<b>9</b>	<b>114</b>
BENBECULA	LOGANAIR LTD	S	104	0	0	9.6	48.1	30.8	4.8	1.0	3.8	1.9	0.0	0.0	0.0	0.0	9	63.6	21	77
<b>TOTAL BENBECULA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>48.1</b>	<b>30.8</b>	<b>4.8</b>	<b>1.0</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>9</b>	<b>63.6</b>	<b>21</b>	<b>77</b>
BIRMINGHAM	FLYBE LTD	S	349	0	7	0.8	29.2	33.1	9.8	10.7	8.4	4.8	1.1	0.0	0.0	2.0	26	76.5	13	349
<b>TOTAL BIRMINGHAM</b>			<b>349</b>	<b>0</b>	<b>7</b>	<b>0.8</b>	<b>29.2</b>	<b>33.1</b>	<b>9.8</b>	<b>10.7</b>	<b>8.4</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>26</b>	<b>76.5</b>	<b>13</b>	<b>349</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	164	0	4	1.2	25.6	28.0	9.5	19.0	12.5	0.6	1.2	0.0	0.0	2.4	27	64.5	23	172
<b>TOTAL BRISTOL</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>25.6</b>	<b>28.0</b>	<b>9.5</b>	<b>19.0</b>	<b>12.5</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>27</b>	<b>64.5</b>	<b>23</b>	<b>172</b>
CAMPBELTOWN	LOGANAIR LTD	S	92	0	0	5.4	47.8	33.7	7.6	3.3	1.1	1.1	0.0	0.0	0.0	0.0	7	91.3	4	92
<b>TOTAL CAMPBELTOWN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>47.8</b>	<b>33.7</b>	<b>7.6</b>	<b>3.3</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>7</b>	<b>91.3</b>	<b>4</b>	<b>92</b>
CARDIFF WALES	FLYBE LTD	S	32	0	2	0.0	23.5	44.1	20.6	0.0	0.0	5.9	0.0	0.0	0.0	5.9	18	80.6	20	36
<b>TOTAL CARDIFF WALES</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.5</b>	<b>44.1</b>	<b>20.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>18</b>	<b>80.6</b>	<b>20</b>	<b>36</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	44	0	0	0.0	6.8	36.4	29.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	26	68.2	15	44
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>36.4</b>	<b>29.5</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>68.2</b>	<b>15</b>	<b>44</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	136	0	6	0.0	34.5	29.6	10.6	6.3	9.9	4.2	0.7	0.0	0.0	4.2	24	85.9	15	156
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>34.5</b>	<b>29.6</b>	<b>10.6</b>	<b>6.3</b>	<b>9.9</b>	<b>4.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>24</b>	<b>85.9</b>	<b>15</b>	<b>156</b>
EXETER	FLYBE LTD	S	59	0	0	0.0	20.3	49.2	18.6	6.8	5.1	0.0	0.0	0.0	0.0	0.0	13	78.3	15	60
<b>TOTAL EXETER</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.3</b>	<b>49.2</b>	<b>18.6</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>13</b>	<b>78.3</b>	<b>15</b>	<b>60</b>
GATWICK	BRITISH AIRWAYS PLC	S	195	0	2	4.1	40.1	36.0	10.2	6.1	2.0	0.5	0.0	0.0	0.0	1.0	9	74.5	13	200
GATWICK	EASYJET AIRLINE COMPANY LTD	S	196	0	2	3.5	29.3	30.8	14.6	12.1	7.1	0.5	1.0	0.0	0.0	1.0	19	53.0	25	200
<b>TOTAL GATWICK</b>			<b>391</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>34.7</b>	<b>33.4</b>	<b>12.4</b>	<b>9.1</b>	<b>4.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>63.8</b>	<b>19</b>	<b>400</b>
GUERNSEY	LOGANAIR LTD	S	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL GUERNSEY</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>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>0.0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	546	0	2	2.7	47.4	33.2	9.3	4.0	1.6	0.9	0.4	0.0	0.0	0.4	9	81.9	10	570
<b>TOTAL HEATHROW</b>			<b>546</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>47.4</b>	<b>33.2</b>	<b>9.3</b>	<b>4.0</b>	<b>1.6</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>81.9</b>	<b>10</b>	<b>570</b>
INVERNESS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	61	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>50.0</b>	<b>61</b>	<b>2</b>
ISLAY	LOGANAIR LTD	S	128	0	0	3.1	42.2	28.9	8.6	9.4	4.7	3.1	0.0	0.0	0.0	0.0	16	79.9	17	154
<b>TOTAL ISLAY</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>42.2</b>	<b>28.9</b>	<b>8.6</b>	<b>9.4</b>	<b>4.7</b>	<b>3.1</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>17</b>	<b>154</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
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	82.7	7	52
ISLE OF MAN	FLYBE LTD	S	22	0	0	31.8	9.1	36.4	4.5	4.5	4.5	9.1	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>9.1</b>	<b>36.4</b>	<b>4.5</b>	<b>4.5</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>82.7</b>	<b>7</b>	<b>52</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	38	0	0	0.0	31.6	34.2	21.1	7.9	5.3	0.0	0.0	0.0	0.0	0.0	15	57.1	16	42
JERSEY	FLYBE LTD	S	8	0	2	0.0	10.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	17	75.0	11	8
<b>TOTAL JERSEY</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.1</b>	<b>33.3</b>	<b>20.8</b>	<b>10.4</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>15</b>	<b>60.0</b>	<b>15</b>	<b>50</b>
KIRKWALL	LOGANAIR LTD	S	88	0	1	5.6	24.7	36.0	9.0	14.6	9.0	0.0	0.0	0.0	0.0	1.1	18	76.8	14	69
<b>TOTAL KIRKWALL</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>24.7</b>	<b>36.0</b>	<b>9.0</b>	<b>14.6</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>76.8</b>	<b>14</b>	<b>69</b>
LEEDS BRADFORD	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.3	15	70
<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>84.3</b>	<b>15</b>	<b>70</b>
LONDON CITY	BA CITYFLYER LTD	S	285	0	8	3.1	38.6	28.0	12.3	9.2	6.1	0.0	0.0	0.0	0.0	2.7	14	85.1	8	303
<b>TOTAL LONDON CITY</b>			<b>285</b>	<b>0</b>	<b>8</b>	<b>3.1</b>	<b>38.6</b>	<b>28.0</b>	<b>12.3</b>	<b>9.2</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>85.1</b>	<b>8</b>	<b>303</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	141	0	1	9.2	35.2	21.8	9.9	12.7	8.5	1.4	0.7	0.0	0.0	0.7	21	74.3	15	136
<b>TOTAL LUTON</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>35.2</b>	<b>21.8</b>	<b>9.9</b>	<b>12.7</b>	<b>8.5</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>74.3</b>	<b>15</b>	<b>136</b>
MANCHESTER	FLYBE LTD	S	96	0	14	4.5	37.3	27.3	5.5	4.5	3.6	2.7	1.8	0.0	0.0	12.7	20	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	82.1	12	168
<b>TOTAL MANCHESTER</b>			<b>96</b>	<b>0</b>	<b>14</b>	<b>4.5</b>	<b>37.3</b>	<b>27.3</b>	<b>5.5</b>	<b>4.5</b>	<b>3.6</b>	<b>2.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.7</b>	<b>20</b>	<b>82.1</b>	<b>12</b>	<b>168</b>
NEWQUAY	FLYBE LTD	S	10	0	0	0.0	60.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	8
<b>TOTAL NEWQUAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
PRESTWICK	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	13	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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	244	0	4	2.0	29.4	36.7	10.9	10.5	6.0	2.4	0.4	0.0	0.0	1.6	19	79.6	11	324
<b>TOTAL SOUTHAMPTON</b>			<b>244</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>29.4</b>	<b>36.7</b>	<b>10.9</b>	<b>10.5</b>	<b>6.0</b>	<b>2.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>79.6</b>	<b>11</b>	<b>324</b>
SOUTHEND	FLYBE LTD	S	90	0	8	0.0	20.4	16.3	23.5	17.3	10.2	2.0	2.0	0.0	0.0	8.2	34	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>90</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>20.4</b>	<b>16.3</b>	<b>23.5</b>	<b>17.3</b>	<b>10.2</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	164	0	0	0.0	22.0	40.9	22.0	6.1	7.9	0.0	1.2	0.0	0.0	0.0	20	71.6	13	148
STANSTED	RYANAIR	S	142	0	2	0.0	16.0	27.1	19.4	22.9	8.3	4.9	0.0	0.0	0.0	1.4	31	70.5	15	156
<b>TOTAL STANSTED</b>			<b>306</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.2</b>	<b>34.4</b>	<b>20.8</b>	<b>14.0</b>	<b>8.1</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>71.1</b>	<b>14</b>	<b>304</b>
STORNOWAY	LOGANAIR LTD	S	205	0	5	5.7	40.0	21.4	7.6	8.6	7.6	4.3	2.4	0.0	0.0	2.4	26	88.5	10	200
<b>TOTAL STORNOWAY</b>			<b>205</b>	<b>0</b>	<b>5</b>	<b>5.7</b>	<b>40.0</b>	<b>21.4</b>	<b>7.6</b>	<b>8.6</b>	<b>7.6</b>	<b>4.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>26</b>	<b>88.5</b>	<b>10</b>	<b>200</b>
SUMBURGH	DANISH AIR TRANSPORT	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
SUMBURGH	LOGANAIR LTD	S	76	0	5	6.2	22.2	29.6	8.6	6.2	16.0	3.7	1.2	0.0	0.0	6.2	30	75.6	17	90
<b>TOTAL SUMBURGH</b>			<b>77</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>23.2</b>	<b>29.3</b>	<b>8.5</b>	<b>6.1</b>	<b>15.9</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>30</b>	<b>75.6</b>	<b>17</b>	<b>90</b>
TIREE	LOGANAIR LTD	S	110	0	9	5.0	36.1	37.0	5.0	4.2	5.0	0.0	0.0	0.0	0.0	7.6	10	83.3	11	108
<b>TOTAL TIREE</b>			<b>110</b>	<b>0</b>	<b>9</b>	<b>5.0</b>	<b>36.1</b>	<b>37.0</b>	<b>5.0</b>	<b>4.2</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>10</b>	<b>83.3</b>	<b>11</b>	<b>108</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 UNITED KINGDOM</b>			<b>4286</b>	<b>0</b>	<b>97</b>	<b>3.2</b>	<b>35.9</b>	<b>31.2</b>	<b>10.6</b>	<b>8.3</b>	<b>6.0</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>77.1</b>	<b>14</b>	<b>4505</b>
<b>USA</b>																				
<b>LAS VEGAS</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	12.5	12.5	37.5	12.5	0.0	25.0	0.0	0.0	0.0	85	55.0	22	20
<b>TOTAL LAS VEGAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</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>85</b>	<b>55.0</b>	<b>22</b>	<b>20</b>
<b>NEW YORK (JF KENNEDY)</b>	DELTA AIRLINES	S	60	0	0	23.3	45.0	11.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	12	83.3	8	60
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>45.0</b>	<b>11.7</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>8</b>	<b>60</b>
<b>NEW YORK (NEWARK)</b>	ARKEFLY	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	86	0.0	0	0
<b>NEW YORK (NEWARK)</b>	UNITED AIRLINES	S	60	0	0	16.7	23.3	16.7	6.7	16.7	10.0	3.3	6.7	0.0	0.0	0.0	38	78.3	22	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>22.6</b>	<b>16.1</b>	<b>6.5</b>	<b>17.7</b>	<b>11.3</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>78.3</b>	<b>22</b>	<b>60</b>
<b>ORLANDO</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	7.7	15.4	23.1	7.7	11.5	15.4	3.8	3.8	11.5	0.0	0.0	89	73.3	22	30
<b>ORLANDO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	0	0.0	9.1	45.5	18.2	13.6	4.5	4.5	4.5	0.0	0.0	0.0	33	90.0	5	20
<b>TOTAL ORLANDO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.5</b>	<b>33.3</b>	<b>12.5</b>	<b>12.5</b>	<b>10.4</b>	<b>4.2</b>	<b>4.2</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>80.0</b>	<b>15</b>	<b>50</b>
<b>PHILADELPHIA INTERNATIONAL</b>	AMERICAN AIRLINES	S	60	0	0	26.7	50.0	6.7	5.0	3.3	3.3	3.3	1.7	0.0	0.0	0.0	15	86.7	7	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>50.0</b>	<b>6.7</b>	<b>5.0</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.7</b>	<b>7</b>	<b>60</b>
<b>SANFORD</b>	TUI AIRWAYS LTD	C	15	0	0	0.0	6.7	60.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	14	84.6	4	13
<b>TOTAL SANFORD</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>60.0</b>	<b>20.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.6</b>	<b>4</b>	<b>13</b>
<b>TOTAL USA</b>			<b>253</b>	<b>0</b>	<b>0</b>	<b>16.6</b>	<b>30.8</b>	<b>18.6</b>	<b>8.3</b>	<b>11.1</b>	<b>7.5</b>	<b>2.4</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>80.2</b>	<b>13</b>	<b>263</b>
<b>TOTAL GLASGOW</b>			<b>7983</b>	<b>0</b>	<b>112</b>	<b>4.2</b>	<b>32.4</b>	<b>32.4</b>	<b>11.9</b>	<b>9.7</b>	<b>5.3</b>	<b>1.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>76.8</b>	<b>13</b>	<b>8335</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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	46	0	0	6.5	41.3	23.9	10.9	13.0	4.3	0.0	0.0	0.0	0.0	0.0	13	72.7	16	44	
<b>TOTAL ALGIERS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.3</b>	<b>23.9</b>	<b>10.9</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.7</b>	<b>16</b>	<b>44</b>	
<b>TOTAL ALGERIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.3</b>	<b>23.9</b>	<b>10.9</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.7</b>	<b>16</b>	<b>44</b>	
<b>ANGOLA</b>																					
LUANDA	BRITISH AIRWAYS PLC	S	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.5	7	17	
<b>TOTAL LUANDA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>7</b>	<b>17</b>	
<b>TOTAL ANGOLA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>7</b>	<b>17</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	58	0	1	1.7	40.7	42.4	10.2	1.7	1.7	0.0	0.0	0.0	0.0	1.7	7	86.7	5	60	
<b>TOTAL BUENOS AIRES</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>40.7</b>	<b>42.4</b>	<b>10.2</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>1.7</b>	<b>7</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
<b>TOTAL ARGENTINA</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>40.7</b>	<b>42.4</b>	<b>10.2</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>1.7</b>	<b>7</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	60	0	0	21.7	18.3	46.7	6.7	5.0	0.0	1.7	0.0	0.0	0.0	0.0	9	85.0	12	60	
<b>TOTAL MELBOURNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>18.3</b>	<b>46.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.0</b>	<b>12</b>	<b>60</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	60	0	0	11.7	36.7	33.3	11.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	76.7	8	60	
SYDNEY	QANTAS	S	58	0	2	6.7	18.3	50.0	10.0	8.3	1.7	0.0	0.0	1.7	0.0	3.3	17	86.7	9	60	
<b>TOTAL SYDNEY</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>27.5</b>	<b>41.7</b>	<b>10.8</b>	<b>7.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>12</b>	<b>81.7</b>	<b>9</b>	<b>120</b>	
<b>TOTAL AUSTRALIA</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>24.4</b>	<b>43.3</b>	<b>9.4</b>	<b>6.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>82.8</b>	<b>10</b>	<b>180</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	20	0	0	5.0	30.0	40.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	16	
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>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>12</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	18	0	0	0.0	11.1	38.9	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL SALZBURG</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>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>	
VIENNA	AUSTRIAN AIRLINES	S	238	0	2	0.4	10.0	45.0	22.1	14.2	6.7	0.8	0.0	0.0	0.0	0.8	21	69.2	17	240	
VIENNA	BRITISH AIRWAYS PLC	S	290	0	0	6.9	30.0	39.7	14.8	6.6	1.7	0.0	0.0	0.3	0.0	0.0	14	82.1	11	290	
<b>TOTAL VIENNA</b>			<b>528</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>20.9</b>	<b>42.1</b>	<b>18.1</b>	<b>10.0</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>76.2</b>	<b>13</b>	<b>530</b>	
<b>TOTAL AUSTRIA</b>			<b>566</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>21.0</b>	<b>41.9</b>	<b>17.8</b>	<b>10.9</b>	<b>3.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>76.9</b>	<b>13</b>	<b>546</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	26	0	0	23.1	19.2	26.9	19.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	80.4	9	46	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>19.2</b>	<b>26.9</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.4</b>	<b>9</b>	<b>46</b>	
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>19.2</b>	<b>26.9</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.4</b>	<b>9</b>	<b>46</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	60	0	0	3.3	48.3	35.0	8.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	7	89.3	5	56	
BAHRAIN	GULF AIR	S	120	0	0	1.7	20.0	47.5	19.2	6.7	3.3	0.8	0.8	0.0	0.0	0.0	17	66.4	14	119	
<b>TOTAL BAHRAIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>29.4</b>	<b>43.3</b>	<b>15.6</b>	<b>5.6</b>	<b>2.8</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>73.7</b>	<b>11</b>	<b>175</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL BAHRAIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>29.4</b>	<b>43.3</b>	<b>15.6</b>	<b>5.6</b>	<b>2.8</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>73.7</b>	<b>11</b>	<b>175</b>	
<b>BANGLADESH</b>																					
<b>DHAKHA</b>	BIMAN BANGLADESH AIRLINES	S	30	0	0	0.0	20.0	43.3	20.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	15	63.3	18	30	
<b>TOTAL DHAKHA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>43.3</b>	<b>20.0</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.3</b>	<b>18</b>	<b>30</b>	
<b>TOTAL BANGLADESH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>43.3</b>	<b>20.0</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.3</b>	<b>18</b>	<b>30</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	328	0	4	5.4	38.9	41.6	5.7	5.7	1.5	0.0	0.0	0.0	0.0	1.2	7	81.0	11	331	
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	168	0	2	1.2	19.4	48.8	15.3	12.4	1.8	0.0	0.0	0.0	0.0	1.2	13	64.3	16	171	
<b>TOTAL BRUSSELS</b>			<b>496</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>32.3</b>	<b>44.0</b>	<b>9.0</b>	<b>8.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>75.3</b>	<b>12</b>	<b>502</b>	
<b>TOTAL BELGIUM</b>			<b>496</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>32.3</b>	<b>44.0</b>	<b>9.0</b>	<b>8.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>75.3</b>	<b>12</b>	<b>502</b>	
<b>BRAZIL</b>																					
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	60	0	0	1.7	33.3	43.3	11.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	13	78.6	8	42	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>33.3</b>	<b>43.3</b>	<b>11.7</b>	<b>3.3</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>13</b>	<b>78.6</b>	<b>8</b>	<b>42</b>	
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	60	0	0	16.7	30.0	33.3	10.0	5.0	3.3	1.7	0.0	0.0	0.0	0.0	11	91.7	4	60	
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	86	0	3	14.6	24.7	37.1	14.6	2.2	3.4	0.0	0.0	0.0	0.0	3.4	11	88.3	8	60	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>146</b>	<b>0</b>	<b>3</b>	<b>15.4</b>	<b>26.8</b>	<b>35.6</b>	<b>12.8</b>	<b>3.4</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>11</b>	<b>90.0</b>	<b>6</b>	<b>120</b>	
<b>TOTAL BRAZIL</b>			<b>206</b>	<b>0</b>	<b>3</b>	<b>11.5</b>	<b>28.7</b>	<b>37.8</b>	<b>12.4</b>	<b>3.3</b>	<b>3.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>87.0</b>	<b>7</b>	<b>162</b>	
<b>BRUNEI</b>																					
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	60	0	0	3.3	43.3	31.7	11.7	6.7	1.7	0.0	1.7	0.0	0.0	0.0	12	76.7	11	60	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>31.7</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.7</b>	<b>11</b>	<b>60</b>	
<b>TOTAL BRUNEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>31.7</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.7</b>	<b>11</b>	<b>60</b>	
<b>BULGARIA</b>																					
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	60	0	0	1.7	16.7	53.3	18.3	8.3	1.7	0.0	0.0	0.0	0.0	0.0	14	91.7	5	60	
<b>SOFIA</b>	BULGARIA AIR	S	44	0	0	0.0	27.3	52.3	6.8	2.3	6.8	4.5	0.0	0.0	0.0	0.0	18	52.4	22	42	
<b>TOTAL SOFIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>21.2</b>	<b>52.9</b>	<b>13.5</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>0.0</b>	<b>15</b>	<b>75.5</b>	<b>12</b>	<b>102</b>	
<b>TOTAL BULGARIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>21.2</b>	<b>52.9</b>	<b>13.5</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>0.0</b>	<b>15</b>	<b>75.5</b>	<b>12</b>	<b>102</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR CANADA	S	58	0	4	8.1	27.4	45.2	8.1	1.6	0.0	0.0	3.2	0.0	0.0	6.5	14	66.7	17	60	
<b>CALGARY</b>	BRITISH AIRWAYS PLC	S	60	0	0	20.0	35.0	35.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	86.7	8	60	
<b>TOTAL CALGARY</b>			<b>118</b>	<b>0</b>	<b>4</b>	<b>13.9</b>	<b>31.1</b>	<b>40.2</b>	<b>5.7</b>	<b>2.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>10</b>	<b>76.7</b>	<b>13</b>	<b>120</b>	
<b>HALIFAX INT</b>	AIR CANADA	S	60	0	0	6.7	25.0	35.0	20.0	8.3	5.0	0.0	0.0	0.0	0.0	0.0	14	63.5	19	52	
<b>TOTAL HALIFAX INT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>25.0</b>	<b>35.0</b>	<b>20.0</b>	<b>8.3</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>14</b>	<b>63.5</b>	<b>19</b>	<b>52</b>	
<b>MONTREAL (DORVAL)</b>	AIR CANADA	S	60	0	0	0.0	15.0	55.0	20.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	15	76.7	10	60	
<b>MONTREAL (DORVAL)</b>	BRITISH AIRWAYS PLC	S	60	0	0	6.7	31.7	33.3	18.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	18	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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>TOTAL MONTREAL (DORVAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.3</b>	<b>44.2</b>	<b>19.2</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>12</b>	<b>80.0</b>	<b>14</b>	<b>120</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	58	0	2	5.0	38.3	43.3	5.0	3.3	0.0	1.7	0.0	0.0	0.0	3.3	8	91.4	6	58	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>38.3</b>	<b>43.3</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>8</b>	<b>91.4</b>	<b>6</b>	<b>58</b>	
ST JOHNS	AIR CANADA	S	59	0	2	9.8	44.3	23.0	8.2	4.9	3.3	1.6	1.6	0.0	0.0	3.3	15	90.0	9	60	
<b>TOTAL ST JOHNS</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>9.8</b>	<b>44.3</b>	<b>23.0</b>	<b>8.2</b>	<b>4.9</b>	<b>3.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>15</b>	<b>90.0</b>	<b>9</b>	<b>60</b>	
TORONTO	AIR CANADA	S	241	0	1	0.8	19.8	44.2	12.8	14.5	4.1	1.7	1.2	0.4	0.0	0.4	24	57.5	22	240	
TORONTO	BRITISH AIRWAYS PLC	S	120	0	0	5.8	25.0	43.3	10.0	10.0	5.8	0.0	0.0	0.0	0.0	0.0	13	85.0	7	120	
<b>TOTAL TORONTO</b>			<b>361</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>21.5</b>	<b>43.9</b>	<b>11.9</b>	<b>13.0</b>	<b>4.7</b>	<b>1.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>66.7</b>	<b>17</b>	<b>360</b>	
VANCOUVER	AIR CANADA	S	118	0	0	11.9	38.1	39.8	3.4	1.7	3.4	1.7	0.0	0.0	0.0	0.0	9	58.3	24	60	
VANCOUVER	BRITISH AIRWAYS PLC	S	60	0	0	5.0	18.3	38.3	23.3	15.0	0.0	0.0	0.0	0.0	0.0	0.0	14	56.7	16	60	
<b>TOTAL VANCOUVER</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>31.5</b>	<b>39.3</b>	<b>10.1</b>	<b>6.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>57.5</b>	<b>20</b>	<b>120</b>	
<b>TOTAL CANADA</b>			<b>954</b>	<b>0</b>	<b>9</b>	<b>6.2</b>	<b>27.5</b>	<b>40.7</b>	<b>11.5</b>	<b>8.2</b>	<b>3.3</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>71.6</b>	<b>15</b>	<b>890</b>	
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	40.0	17.1	31.4	2.9	5.7	0.0	2.9	0.0	0.0	0.0	0.0	9	85.7	8	35	
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>17.1</b>	<b>31.4</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>0.0</b>	<b>9</b>	<b>85.7</b>	<b>8</b>	<b>35</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>17.1</b>	<b>31.4</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>0.0</b>	<b>9</b>	<b>85.7</b>	<b>8</b>	<b>35</b>	
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	32	0	2	14.7	17.6	52.9	8.8	0.0	0.0	0.0	0.0	0.0	0.0	5.9	5	73.5	10	34	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>17.6</b>	<b>52.9</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>0.0</b>	<b>5.9</b>	<b>5</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
<b>TOTAL CHILE</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>17.6</b>	<b>52.9</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>0.0</b>	<b>5.9</b>	<b>5</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	118	0	0	16.1	41.5	20.3	11.9	5.1	4.2	0.8	0.0	0.0	0.0	0.0	11	60.0	25	120	
BEIJING	BRITISH AIRWAYS PLC	S	60	0	0	30.0	18.3	28.3	16.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	12	74.6	15	59	
<b>TOTAL BEIJING</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>33.7</b>	<b>23.0</b>	<b>13.5</b>	<b>4.5</b>	<b>2.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.8</b>	<b>22</b>	<b>179</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	26	0	0	50.0	38.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	60	0	0	26.7	51.7	13.3	3.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	5	83.3	14	120	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>51.7</b>	<b>13.3</b>	<b>3.3</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>0.0</b>	<b>5</b>	<b>83.3</b>	<b>14</b>	<b>120</b>	
QINGDAO	BEIJING CAPITAL AIRLINES	S	12	0	0	50.0	8.3	16.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL QINGDAO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>8.3</b>	<b>16.7</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	86	0	0	15.1	24.4	41.9	9.3	5.8	1.2	1.2	1.2	0.0	0.0	0.0	11	76.5	36	85	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	60	0	0	5.0	35.0	41.7	10.0	6.7	0.0	0.0	1.7	0.0	0.0	0.0	11	70.0	21	60	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	23.3	33.3	28.3	10.0	1.7	1.7	1.7	0.0	0.0	0.0	0.0	7	71.7	41	60	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 SHANGHAI (PU DONG)</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>30.1</b>	<b>37.9</b>	<b>9.7</b>	<b>4.9</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.2</b>	<b>33</b>	<b>205</b>
TIANJIN	TIANJIN AIRLINES	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	0.0	0	0
<b>TOTAL TIANJIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	26	0	0	3.8	34.6	15.4	7.7	26.9	11.5	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>26.9</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>526</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>33.8</b>	<b>26.6</b>	<b>9.7</b>	<b>5.5</b>	<b>2.3</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.6</b>	<b>25</b>	<b>504</b>
<b>COLOMBIA</b>																				
BOGOTA	AVIANCA COLOMBIA	S	60	0	0	5.0	35.0	33.3	8.3	5.0	6.7	3.3	1.7	1.7	0.0	0.0	35	88.3	8	60
<b>TOTAL BOGOTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>33.3</b>	<b>8.3</b>	<b>5.0</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>88.3</b>	<b>8</b>	<b>60</b>
<b>TOTAL COLOMBIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>33.3</b>	<b>8.3</b>	<b>5.0</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>88.3</b>	<b>8</b>	<b>60</b>
<b>CROATIA</b>																				
PULA	BRITISH AIRWAYS PLC	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	0.0	0	0
<b>TOTAL PULA</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>0.0</b>	<b>0</b>	<b>0</b>
SPLIT	BRITISH AIRWAYS PLC	S	42	0	0	0.0	28.6	45.2	16.7	7.1	0.0	2.4	0.0	0.0	0.0	0.0	14	76.5	9	34
SPLIT	CROATIA AIRLINES	S	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	51	50.0	15	8
<b>TOTAL SPLIT</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.5</b>	<b>44.7</b>	<b>14.9</b>	<b>10.6</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.4</b>	<b>10</b>	<b>42</b>
ZAGREB	BRITISH AIRWAYS PLC	S	60	0	0	1.7	30.0	50.0	10.0	3.3	1.7	1.7	1.7	0.0	0.0	0.0	14	73.3	15	60
ZAGREB	CROATIA AIRLINES	S	31	0	0	0.0	0.0	3.2	32.3	32.3	22.6	6.5	3.2	0.0	0.0	0.0	58	41.2	28	68
<b>TOTAL ZAGREB</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>19.8</b>	<b>34.1</b>	<b>17.6</b>	<b>13.2</b>	<b>8.8</b>	<b>3.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>56.3</b>	<b>22</b>	<b>128</b>
<b>TOTAL CROATIA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>21.4</b>	<b>37.9</b>	<b>17.1</b>	<b>12.1</b>	<b>5.7</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>60.0</b>	<b>19</b>	<b>170</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	55.9	23	59
LARNACA	BRITISH AIRWAYS PLC	S	120	0	0	5.0	28.3	42.5	14.2	7.5	0.8	0.8	0.0	0.8	0.0	0.0	19	70.8	13	120
LARNACA	COBALT	S	60	0	0	0.0	31.7	38.3	23.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL LARNACA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>29.4</b>	<b>41.1</b>	<b>17.2</b>	<b>7.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.9</b>	<b>16</b>	<b>179</b>
<b>TOTAL CYPRUS</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>29.4</b>	<b>41.1</b>	<b>17.2</b>	<b>7.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.9</b>	<b>16</b>	<b>179</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	BRITISH AIRWAYS PLC	S	282	0	0	7.4	31.9	40.8	9.9	6.0	3.9	0.0	0.0	0.0	0.0	0.0	10	82.4	16	284
<b>TOTAL PRAGUE</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>31.9</b>	<b>40.8</b>	<b>9.9</b>	<b>6.0</b>	<b>3.9</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>82.4</b>	<b>16</b>	<b>284</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>31.9</b>	<b>40.8</b>	<b>9.9</b>	<b>6.0</b>	<b>3.9</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>82.4</b>	<b>16</b>	<b>284</b>
<b>DENMARK</b>																				
BILLUND	BRITISH AIRWAYS PLC	S	92	0	0	14.1	45.7	29.3	8.7	1.1	1.1	0.0	0.0	0.0	0.0	0.0	5	75.0	16	96
<b>TOTAL BILLUND</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>45.7</b>	<b>29.3</b>	<b>8.7</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>0.0</b>	<b>5</b>	<b>75.0</b>	<b>16</b>	<b>96</b>
COPENHAGEN	BRITISH AIRWAYS PLC	S	390	0	0	13.8	39.2	35.4	5.9	3.8	1.5	0.3	0.0	0.0	0.0	0.0	6	79.8	11	336
COPENHAGEN	SAS	S	195	0	10	1.5	26.8	45.4	11.7	6.3	2.9	0.5	0.0	0.0	0.0	4.9	12	70.3	14	313

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	118	0	0	0.8	36.4	36.4	12.7	11.0	0.8	1.7	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>703</b>	<b>0</b>	<b>10</b>	<b>8.1</b>	<b>35.2</b>	<b>38.4</b>	<b>8.7</b>	<b>5.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>75.2</b>	<b>13</b>	<b>649</b>
<b>TOTAL DENMARK</b>			<b>795</b>	<b>0</b>	<b>10</b>	<b>8.8</b>	<b>36.4</b>	<b>37.4</b>	<b>8.7</b>	<b>5.2</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>8</b>	<b>75.2</b>	<b>13</b>	<b>745</b>
<b>EGYPT</b>																				
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	11.7	36.7	26.7	5.0	10.0	5.0	1.7	3.3	0.0	0.0	0.0	22	86.7	12	60
CAIRO	EGYPT AIR	S	116	0	0	0.9	21.6	42.2	18.1	10.3	4.3	1.7	0.0	0.9	0.0	0.0	26	70.7	12	116
<b>TOTAL CAIRO</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>26.7</b>	<b>36.9</b>	<b>13.6</b>	<b>10.2</b>	<b>4.5</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.1</b>	<b>12</b>	<b>176</b>
LUXOR	EGYPT AIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	2
<b>TOTAL LUXOR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
<b>TOTAL EGYPT</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>26.4</b>	<b>37.6</b>	<b>13.5</b>	<b>10.1</b>	<b>4.5</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.4</b>	<b>12</b>	<b>178</b>
<b>ESTONIA</b>																				
TALLIN	BRITISH AIRWAYS PLC	S	18	0	0	11.1	16.7	50.0	11.1	5.6	0.0	0.0	0.0	5.6	0.0	0.0	62	93.8	8	16
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</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>62</b>	<b>93.8</b>	<b>8</b>	<b>16</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>50.0</b>	<b>11.1</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>62</b>	<b>93.8</b>	<b>8</b>	<b>16</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	72	0	0	13.9	18.1	40.3	16.7	8.3	2.8	0.0	0.0	0.0	0.0	0.0	12	86.7	8	60
<b>TOTAL ADDIS ABABA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>18.1</b>	<b>40.3</b>	<b>16.7</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>0.0</b>	<b>12</b>	<b>86.7</b>	<b>8</b>	<b>60</b>
<b>TOTAL ETHIOPIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>18.1</b>	<b>40.3</b>	<b>16.7</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>0.0</b>	<b>12</b>	<b>86.7</b>	<b>8</b>	<b>60</b>
<b>FINLAND</b>																				
HELSINKI	BRITISH AIRWAYS PLC	S	120	0	0	9.2	42.5	37.5	5.0	4.2	1.7	0.0	0.0	0.0	0.0	0.0	6	85.8	8	120
HELSINKI	FINNAIR	S	299	0	0	7.4	31.1	39.1	12.0	6.7	2.7	0.3	0.7	0.0	0.0	0.0	12	73.0	15	300
<b>TOTAL HELSINKI</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.4</b>	<b>38.7</b>	<b>10.0</b>	<b>6.0</b>	<b>2.4</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>13</b>	<b>420</b>
<b>TOTAL FINLAND</b>			<b>419</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.4</b>	<b>38.7</b>	<b>10.0</b>	<b>6.0</b>	<b>2.4</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>13</b>	<b>420</b>
<b>FRANCE</b>																				
BASTIA	BRITISH AIRWAYS PLC	C	10	0	0	0.0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	4	8
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>4</b>	<b>8</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	4	8
<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>4</b>	<b>8</b>
FIGARI	BRITISH AIRWAYS PLC	C	8	0	0	12.5	37.5	12.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	5	8
FIGARI	BRITISH AIRWAYS PLC	S	8	0	0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL FIGARI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</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>23</b>	<b>87.5</b>	<b>5</b>	<b>8</b>
LYON	BRITISH AIRWAYS PLC	S	172	0	0	8.1	37.8	39.5	10.5	4.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.3	6	180
<b>TOTAL LYON</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>37.8</b>	<b>39.5</b>	<b>10.5</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.3</b>	<b>6</b>	<b>180</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	178	0	0	3.4	34.8	33.1	11.8	8.4	8.4	0.0	0.0	0.0	0.0	0.0	16	82.8	9	180
<b>TOTAL MARSEILLE</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>34.8</b>	<b>33.1</b>	<b>11.8</b>	<b>8.4</b>	<b>8.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.8</b>	<b>9</b>	<b>180</b>
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	75.0	8	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 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>75.0</b>	<b>8</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	75.0	8	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>75.0</b>	<b>8</b>	<b>16</b>
NICE	BRITISH AIRWAYS PLC	S	414	0	2	4.1	23.6	37.0	16.1	12.0	6.0	0.5	0.2	0.0	0.0	0.5	17	78.8	15	415
<b>TOTAL NICE</b>			<b>414</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>23.6</b>	<b>37.0</b>	<b>16.1</b>	<b>12.0</b>	<b>6.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>17</b>	<b>78.8</b>	<b>15</b>	<b>415</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	408	0	0	1.7	30.4	43.1	12.3	9.1	3.2	0.2	0.0	0.0	0.0	0.0	12	72.9	13	399
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	424	0	2	6.3	38.0	39.0	9.9	4.5	1.6	0.2	0.0	0.0	0.0	0.5	8	83.9	8	378
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>832</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>34.3</b>	<b>41.0</b>	<b>11.0</b>	<b>6.7</b>	<b>2.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>78.2</b>	<b>11</b>	<b>777</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	80.4	9	224
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.4</b>	<b>9</b>	<b>224</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	170	0	0	9.4	45.9	30.6	4.7	7.6	1.8	0.0	0.0	0.0	0.0	0.0	7	82.8	10	180
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>45.9</b>	<b>30.6</b>	<b>4.7</b>	<b>7.6</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>7</b>	<b>82.8</b>	<b>10</b>	<b>180</b>
<b>TOTAL FRANCE</b>			<b>1792</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>33.1</b>	<b>37.9</b>	<b>11.9</b>	<b>8.2</b>	<b>3.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>12</b>	<b>80.4</b>	<b>11</b>	<b>2012</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	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	9	2
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	392	0	0	4.3	40.8	40.8	8.7	3.6	1.5	0.3	0.0	0.0	0.0	0.0	7	75.3	14	384
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	138	0	6	5.6	25.7	30.6	17.4	7.6	8.3	0.7	0.0	0.0	0.0	4.2	18	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	70.6	20	170
<b>TOTAL BERLIN (TEGEL)</b>			<b>530</b>	<b>0</b>	<b>6</b>	<b>4.7</b>	<b>36.8</b>	<b>38.1</b>	<b>11.0</b>	<b>4.7</b>	<b>3.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>73.7</b>	<b>16</b>	<b>556</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	146	0	14	2.5	23.1	25.0	16.3	8.8	10.6	2.5	2.5	0.0	0.0	8.8	29	86.1	11	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	0.0	0	78.1	12	114
<b>TOTAL COLOGNE BONN</b>			<b>146</b>	<b>0</b>	<b>14</b>	<b>2.5</b>	<b>23.1</b>	<b>25.0</b>	<b>16.3</b>	<b>8.8</b>	<b>10.6</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>29</b>	<b>80.0</b>	<b>12</b>	<b>150</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	321	0	2	8.0	46.4	34.1	7.7	1.9	1.2	0.0	0.0	0.0	0.0	0.6	5	81.9	13	342
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	224	0	8	3.4	19.8	39.7	13.4	14.2	5.2	0.9	0.0	0.0	0.0	3.4	18	70.8	16	216
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	82.4	10	17
<b>TOTAL DUSSELDORF</b>			<b>545</b>	<b>0</b>	<b>10</b>	<b>6.1</b>	<b>35.3</b>	<b>36.4</b>	<b>10.1</b>	<b>7.0</b>	<b>2.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>11</b>	<b>77.7</b>	<b>14</b>	<b>575</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	382	0	2	3.6	36.2	37.0	12.0	6.8	3.1	0.8	0.0	0.0	0.0	0.5	11	77.2	13	334
FRANKFURT MAIN	LUFTHANSA	S	693	0	19	0.1	14.3	40.7	21.5	15.6	4.9	0.1	0.0	0.0	0.0	2.7	19	62.4	18	678
FRANKFURT MAIN	UNITED AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>1076</b>	<b>0</b>	<b>21</b>	<b>1.4</b>	<b>22.0</b>	<b>39.4</b>	<b>18.1</b>	<b>12.6</b>	<b>4.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>67.3</b>	<b>17</b>	<b>1012</b>
HAMBURG	BRITISH AIRWAYS PLC	S	258	0	7	7.5	44.2	35.1	7.9	2.6	0.0	0.0	0.0	0.0	0.0	2.6	5	78.2	12	289
HAMBURG	EUROWINGS LUFTVERKEHRS	S	146	0	16	6.2	32.1	29.6	8.6	3.7	6.2	2.5	1.2	0.0	0.0	9.9	19	74.1	15	112
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	65.4	28	52
<b>TOTAL HAMBURG</b>			<b>404</b>	<b>0</b>	<b>23</b>	<b>7.0</b>	<b>39.6</b>	<b>33.0</b>	<b>8.2</b>	<b>3.0</b>	<b>2.3</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>10</b>	<b>75.7</b>	<b>15</b>	<b>453</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
HANOVER	BRITISH AIRWAYS PLC	S	170	0	1	14.0	40.4	33.9	5.3	3.5	1.8	0.0	0.6	0.0	0.0	0.6	7	82.8	9	180
<b>TOTAL HANOVER</b>			<b>170</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>40.4</b>	<b>33.9</b>	<b>5.3</b>	<b>3.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>82.8</b>	<b>9</b>	<b>180</b>
MUNICH	BRITISH AIRWAYS PLC	S	361	0	3	3.6	31.3	38.7	13.5	9.1	3.0	0.0	0.0	0.0	0.0	0.8	11	77.6	11	357
MUNICH	LUFTHANSA	S	437	0	16	1.8	21.4	43.5	17.4	9.7	2.6	0.0	0.0	0.0	0.0	3.5	13	66.2	16	459
<b>TOTAL MUNICH</b>			<b>798</b>	<b>0</b>	<b>19</b>	<b>2.6</b>	<b>25.8</b>	<b>41.4</b>	<b>15.7</b>	<b>9.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>71.2</b>	<b>14</b>	<b>816</b>
STUTTGART	BRITISH AIRWAYS PLC	S	110	0	0	1.8	29.1	39.1	19.1	7.3	2.7	0.9	0.0	0.0	0.0	0.0	12	76.9	12	108
STUTTGART	EUROWINGS LUFTVERKEHRS	S	140	0	10	1.3	13.3	38.7	16.0	14.0	4.0	4.7	1.3	0.0	0.0	6.7	28	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	72.4	18	156
<b>TOTAL STUTTGART</b>			<b>250</b>	<b>0</b>	<b>10</b>	<b>1.5</b>	<b>20.0</b>	<b>38.8</b>	<b>17.3</b>	<b>11.2</b>	<b>3.5</b>	<b>3.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>21</b>	<b>74.2</b>	<b>16</b>	<b>264</b>
<b>TOTAL GERMANY</b>			<b>3919</b>	<b>0</b>	<b>104</b>	<b>3.9</b>	<b>29.1</b>	<b>37.7</b>	<b>13.8</b>	<b>8.5</b>	<b>3.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>14</b>	<b>73.1</b>	<b>15</b>	<b>4006</b>
<b>GHANA</b>																				
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	3.3	11.7	41.7	16.7	13.3	10.0	0.0	3.3	0.0	0.0	0.0	29	53.3	21	60
<b>TOTAL ACCRA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>11.7</b>	<b>41.7</b>	<b>16.7</b>	<b>13.3</b>	<b>10.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>53.3</b>	<b>21</b>	<b>60</b>
<b>TOTAL GHANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>11.7</b>	<b>41.7</b>	<b>16.7</b>	<b>13.3</b>	<b>10.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>53.3</b>	<b>21</b>	<b>60</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	BRITISH AIRWAYS PLC	S	95	0	0	9.5	40.0	38.9	5.3	2.1	2.1	0.0	2.1	0.0	0.0	0.0	12	83.9	14	93
<b>TOTAL GIBRALTAR</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.0</b>	<b>38.9</b>	<b>5.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.9</b>	<b>14</b>	<b>93</b>
<b>TOTAL GIBRALTAR</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.0</b>	<b>38.9</b>	<b>5.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.9</b>	<b>14</b>	<b>93</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	180	0	0	3.9	23.9	46.7	15.6	7.2	2.2	0.6	0.0	0.0	0.0	0.0	12	72.4	12	181
ATHENS	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	14	1
ATHENS	BRITISH AIRWAYS PLC	S	248	0	0	4.8	24.6	37.1	15.3	10.9	5.2	1.2	0.8	0.0	0.0	0.0	18	76.4	12	246
<b>TOTAL ATHENS</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>24.3</b>	<b>41.1</b>	<b>15.4</b>	<b>9.3</b>	<b>4.0</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.8</b>	<b>12</b>	<b>428</b>
CHANIA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	33.3	33.3	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	75.0	9	16
<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>16.7</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>75.0</b>	<b>9</b>	<b>16</b>
CORFU	BRITISH AIRWAYS PLC	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	5	87.5	6	8
CORFU	BRITISH AIRWAYS PLC	S	96	0	0	0.0	26.0	50.0	15.6	7.3	1.0	0.0	0.0	0.0	0.0	0.0	11	81.7	10	60
<b>TOTAL CORFU</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.0</b>	<b>51.0</b>	<b>15.4</b>	<b>6.7</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>11</b>	<b>82.4</b>	<b>10</b>	<b>68</b>
KALAMATA	BRITISH AIRWAYS PLC	C	8	0	0	0.0	12.5	12.5	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	3	8
KALAMATA	BRITISH AIRWAYS PLC	S	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	13	83.3	8	18
<b>TOTAL KALAMATA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>19.2</b>	<b>15.4</b>	<b>30.8</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>88.5</b>	<b>6</b>	<b>26</b>
KEFALLINIA	BRITISH AIRWAYS PLC	C	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
KEFALLINIA	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	27.8	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL KEFALLINIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>39.3</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	1	8
<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>1</b>	<b>8</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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	
LEMNOS	BRITISH AIRWAYS PLC	C	18	0	0	0.0	11.1	50.0	16.7	11.1	11.1	0.0	0.0	0.0	0.0	21	68.8	21	16	
<b>TOTAL LEMNOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</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>21</b>	<b>68.8</b>	<b>21</b>	<b>16</b>	
MIKONOS	BRITISH AIRWAYS PLC	S	60	0	0	0.0	15.0	50.0	18.3	5.0	11.7	0.0	0.0	0.0	0.0	20	80.6	17	36	
<b>TOTAL MIKONOS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>50.0</b>	<b>18.3</b>	<b>5.0</b>	<b>11.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.6</b>	<b>17</b>	<b>36</b>	
PREVEZA	BRITISH AIRWAYS PLC	C	16	0	0	0.0	12.5	62.5	12.5	0.0	6.3	6.3	0.0	0.0	0.0	19	100.0	3	16	
<b>TOTAL PREVEZA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</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>19</b>	<b>100.0</b>	<b>3</b>	<b>16</b>	
RHODES	BRITISH AIRWAYS PLC	C	10	0	0	0.0	30.0	40.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	19	75.0	10	8	
<b>TOTAL RHODES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>10</b>	<b>8</b>	
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	52	0	0	0.0	23.1	32.7	19.2	17.3	7.7	0.0	0.0	0.0	0.0	20	76.5	12	34	
<b>TOTAL THIRA (SANTORINI)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>32.7</b>	<b>19.2</b>	<b>17.3</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.5</b>	<b>12</b>	<b>34</b>	
ZAKINTHOS	BRITISH AIRWAYS PLC	S	18	0	0	0.0	16.7	27.8	27.8	27.8	0.0	0.0	0.0	0.0	0.0	19	75.0	9	16	
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</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>19</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
<b>TOTAL GREECE</b>			<b>778</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>23.5</b>	<b>41.9</b>	<b>16.2</b>	<b>10.4</b>	<b>4.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.2</b>	<b>11</b>	<b>672</b>	
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	119	0	1	10.0	37.5	28.3	11.7	7.5	2.5	1.7	0.0	0.0	0.8	12	75.8	28	120	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	288	0	0	13.5	31.9	31.9	12.8	5.6	2.1	2.1	0.0	0.0	0.0	11	73.5	16	298	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	23.3	41.7	23.3	10.0	1.7	0.0	0.0	0.0	0.0	0.0	4	85.0	12	60	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>13.9</b>	<b>34.6</b>	<b>29.9</b>	<b>12.2</b>	<b>5.6</b>	<b>1.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>75.5</b>	<b>18</b>	<b>478</b>	
<b>TOTAL HONG KONG</b>			<b>467</b>	<b>0</b>	<b>1</b>	<b>13.9</b>	<b>34.6</b>	<b>29.9</b>	<b>12.2</b>	<b>5.6</b>	<b>1.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>75.5</b>	<b>18</b>	<b>478</b>	
<b>HUNGARY</b>																				
BUDAPEST	BRITISH AIRWAYS PLC	S	240	0	0	5.8	24.6	44.6	10.8	7.9	5.0	0.8	0.0	0.4	0.0	17	80.8	10	240	
<b>TOTAL BUDAPEST</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>24.6</b>	<b>44.6</b>	<b>10.8</b>	<b>7.9</b>	<b>5.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>17</b>	<b>80.8</b>	<b>10</b>	<b>240</b>	
<b>TOTAL HUNGARY</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>24.6</b>	<b>44.6</b>	<b>10.8</b>	<b>7.9</b>	<b>5.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>17</b>	<b>80.8</b>	<b>10</b>	<b>240</b>	
<b>ICELAND</b>																				
KEFLAVIK	BRITISH AIRWAYS PLC	S	60	0	0	13.3	38.3	35.0	8.3	5.0	0.0	0.0	0.0	0.0	0.0	5	91.2	5	34	
KEFLAVIK	ICELANDAIR	S	120	0	0	0.8	5.8	20.0	23.3	31.7	14.2	3.3	0.8	0.0	0.0	39	38.3	31	120	
<b>TOTAL KEFLAVIK</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>16.7</b>	<b>25.0</b>	<b>18.3</b>	<b>22.8</b>	<b>9.4</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>50.0</b>	<b>25</b>	<b>154</b>	
<b>TOTAL ICELAND</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>16.7</b>	<b>25.0</b>	<b>18.3</b>	<b>22.8</b>	<b>9.4</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>50.0</b>	<b>25</b>	<b>154</b>	
<b>INDIA</b>																				
AHMEDABAD	AIR INDIA	S	34	0	0	44.1	11.8	23.5	8.8	2.9	5.9	0.0	0.0	2.9	0.0	21	88.2	5	34	
<b>TOTAL AHMEDABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>44.1</b>	<b>11.8</b>	<b>23.5</b>	<b>8.8</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>21</b>	<b>88.2</b>	<b>5</b>	<b>34</b>	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	60	0	0	33.3	8.3	23.3	20.0	11.7	1.7	1.7	0.0	0.0	0.0	14	80.0	12	60	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>8.3</b>	<b>23.3</b>	<b>20.0</b>	<b>11.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.0</b>	<b>12</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	
CHENNAI	BRITISH AIRWAYS PLC	S	60	0	0	26.7	13.3	31.7	8.3	11.7	6.7	1.7	0.0	0.0	0.0	0.0	17	85.0	13	60	
<b>TOTAL CHENNAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>13.3</b>	<b>31.7</b>	<b>8.3</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>17</b>	<b>85.0</b>	<b>13</b>	<b>60</b>	
DELHI	AIR INDIA	S	120	0	0	18.3	37.5	28.3	8.3	2.5	2.5	2.5	0.0	0.0	0.0	0.0	12	77.5	11	120	
DELHI	BRITISH AIRWAYS PLC	S	120	0	0	6.7	17.5	38.3	16.7	11.7	3.3	4.2	0.0	1.7	0.0	0.0	26	83.3	15	120	
DELHI	JET AIRWAYS	S	60	0	0	16.7	45.0	21.7	11.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	6	55.0	18	60	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	8.3	23.3	38.3	16.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	13	78.3	10	60	
<b>TOTAL DELHI</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>29.7</b>	<b>32.2</b>	<b>13.1</b>	<b>6.9</b>	<b>2.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>13</b>	<b>360</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	60	0	0	31.7	11.7	33.3	15.0	5.0	1.7	1.7	0.0	0.0	0.0	0.0	12	75.0	11	60	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>31.7</b>	<b>11.7</b>	<b>33.3</b>	<b>15.0</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>11</b>	<b>60</b>	
MUMBAI	AIR INDIA	S	60	0	0	13.3	13.3	38.3	11.7	18.3	1.7	3.3	0.0	0.0	0.0	0.0	19	48.3	29	60	
MUMBAI	BRITISH AIRWAYS PLC	S	120	0	0	25.8	21.7	33.3	9.2	5.0	3.3	0.8	0.0	0.8	0.0	0.0	21	82.5	8	120	
MUMBAI	JET AIRWAYS	S	180	0	0	22.2	28.3	26.1	11.1	6.7	2.8	2.2	0.6	0.0	0.0	0.0	14	72.5	12	120	
<b>TOTAL MUMBAI</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>23.6</b>	<b>30.6</b>	<b>10.6</b>	<b>8.1</b>	<b>2.8</b>	<b>1.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.7</b>	<b>14</b>	<b>300</b>	
<b>TOTAL INDIA</b>			<b>934</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>23.1</b>	<b>30.7</b>	<b>12.2</b>	<b>7.7</b>	<b>3.0</b>	<b>1.9</b>	<b>0.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.7</b>	<b>13</b>	<b>874</b>	
<b>INDONESIA</b>																					
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	26	0	0	11.5	34.6	30.8	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	5	24	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</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>8</b>	<b>91.7</b>	<b>5</b>	<b>24</b>	
<b>TOTAL INDONESIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</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>8</b>	<b>91.7</b>	<b>5</b>	<b>24</b>	
<b>IRAN</b>																					
TEHRAN IMAM KHOMEINI	BRITISH AIRWAYS PLC	S	42	0	0	19.0	28.6	33.3	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	11	60	
TEHRAN IMAM KHOMEINI	IRAN AIR	S	24	0	0	4.2	33.3	33.3	16.7	8.3	0.0	0.0	4.2	0.0	0.0	0.0	18	61.5	38	26	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>30.3</b>	<b>33.3</b>	<b>18.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.4</b>	<b>19</b>	<b>86</b>	
<b>TOTAL IRAN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>30.3</b>	<b>33.3</b>	<b>18.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.4</b>	<b>19</b>	<b>86</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	268	0	0	22.8	53.4	18.7	1.9	3.0	0.4	0.0	0.0	0.0	0.0	0.0	3	92.0	4	262	
<b>TOTAL CORK</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>22.8</b>	<b>53.4</b>	<b>18.7</b>	<b>1.9</b>	<b>3.0</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>3</b>	<b>92.0</b>	<b>4</b>	<b>262</b>	
DUBLIN	AER LINGUS	S	739	0	9	5.7	41.4	27.4	12.6	7.8	3.2	0.4	0.3	0.0	0.0	1.2	11	78.7	10	789	
DUBLIN	BRITISH AIRWAYS PLC	S	440	0	0	4.3	34.1	43.4	11.8	5.2	0.9	0.2	0.0	0.0	0.0	0.0	8	78.0	11	460	
<b>TOTAL DUBLIN</b>			<b>1179</b>	<b>0</b>	<b>9</b>	<b>5.2</b>	<b>38.7</b>	<b>33.3</b>	<b>12.3</b>	<b>6.8</b>	<b>2.4</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>78.5</b>	<b>11</b>	<b>1249</b>	
SHANNON	AER LINGUS	S	180	0	0	26.1	48.9	20.6	3.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2	92.2	4	180	
<b>TOTAL SHANNON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>26.1</b>	<b>48.9</b>	<b>20.6</b>	<b>3.9</b>	<b>0.6</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>2</b>	<b>92.2</b>	<b>4</b>	<b>180</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1627</b>	<b>0</b>	<b>9</b>	<b>10.4</b>	<b>42.2</b>	<b>29.5</b>	<b>9.7</b>	<b>5.5</b>	<b>1.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>82.0</b>	<b>9</b>	<b>1691</b>	
<b>ISRAEL</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
TEL AVIV	BRITISH AIRWAYS PLC	S	162	0	0	11.7	24.7	36.4	16.7	7.4	2.5	0.6	0.0	0.0	0.0	0.0	13	81.0	8	163	
TEL AVIV	EL AL	S	90	0	0	6.7	24.4	40.0	11.1	10.0	3.3	3.3	1.1	0.0	0.0	0.0	21	64.5	16	93	
<b>TOTAL TEL AVIV</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>24.6</b>	<b>37.7</b>	<b>14.7</b>	<b>8.3</b>	<b>2.8</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>11</b>	<b>256</b>	
<b>TOTAL ISRAEL</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>24.6</b>	<b>37.7</b>	<b>14.7</b>	<b>8.3</b>	<b>2.8</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>11</b>	<b>256</b>	
<b>ITALY</b>																					
BOLOGNA	BRITISH AIRWAYS PLC	S	179	0	0	3.9	35.8	33.0	13.4	6.7	4.5	1.7	0.6	0.6	0.0	0.0	22	77.8	12	180	
<b>TOTAL BOLOGNA</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>35.8</b>	<b>33.0</b>	<b>13.4</b>	<b>6.7</b>	<b>4.5</b>	<b>1.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.8</b>	<b>12</b>	<b>180</b>	
BRINDISI	BRITISH AIRWAYS PLC	S	18	0	0	0.0	11.1	27.8	27.8	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	16	16	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>16</b>	<b>16</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	C	20	0	0	15.0	20.0	30.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	16	87.5	5	16	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
LAMETIA-TERME	BRITISH AIRWAYS PLC	C	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL LAMETIA-TERME</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	120	0	0	2.5	27.5	38.3	17.5	10.0	4.2	0.0	0.0	0.0	0.0	0.0	14	78.3	13	120	
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	369	0	9	2.1	35.2	37.3	12.7	6.6	3.2	0.5	0.0	0.0	0.0	2.4	11	82.8	10	366	
<b>TOTAL MILAN (LINATE)</b>			<b>489</b>	<b>0</b>	<b>9</b>	<b>2.2</b>	<b>33.3</b>	<b>37.6</b>	<b>13.9</b>	<b>7.4</b>	<b>3.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>12</b>	<b>81.7</b>	<b>11</b>	<b>486</b>	
MILAN (MALPENSA)	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	204	0	0	2.5	27.5	39.7	17.2	8.8	3.4	1.0	0.0	0.0	0.0	0.0	14	83.6	10	189	
<b>TOTAL MILAN (MALPENSA)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>27.5</b>	<b>39.7</b>	<b>17.2</b>	<b>8.8</b>	<b>3.4</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>83.2</b>	<b>10</b>	<b>190</b>	
OLBIA	BRITISH AIRWAYS PLC	C	10	0	0	0.0	10.0	40.0	10.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	42	68.8	16	16	
OLBIA	BRITISH AIRWAYS PLC	S	42	0	0	0.0	26.2	33.3	16.7	16.7	2.4	4.8	0.0	0.0	0.0	0.0	20	87.5	10	32	
<b>TOTAL OLBIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>34.6</b>	<b>15.4</b>	<b>15.4</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>81.3</b>	<b>12</b>	<b>48</b>	
PALERMO	BRITISH AIRWAYS PLC	S	24	0	0	0.0	16.7	58.3	16.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	13	73.1	13	26	
<b>TOTAL PALERMO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>58.3</b>	<b>16.7</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>13</b>	<b>73.1</b>	<b>13</b>	<b>26</b>	
PISA	BRITISH AIRWAYS PLC	S	94	0	2	3.1	18.8	46.9	9.4	10.4	8.3	1.0	0.0	0.0	0.0	2.1	17	84.2	9	76	
<b>TOTAL PISA</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>18.8</b>	<b>46.9</b>	<b>9.4</b>	<b>10.4</b>	<b>8.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>17</b>	<b>84.2</b>	<b>9</b>	<b>76</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	238	0	0	5.5	27.7	46.6	10.5	6.7	2.9	0.0	0.0	0.0	0.0	0.0	10	69.7	13	178	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	399	0	2	3.2	19.0	42.6	19.0	11.5	3.7	0.2	0.2	0.0	0.0	0.5	16	73.4	15	398	
<b>TOTAL ROME (FIUMICINO)</b>			<b>637</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>22.2</b>	<b>44.1</b>	<b>15.8</b>	<b>9.7</b>	<b>3.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>72.2</b>	<b>14</b>	<b>576</b>	
VENICE	BRITISH AIRWAYS PLC	S	120	0	0	15.0	21.7	33.3	16.7	8.3	4.2	0.8	0.0	0.0	0.0	0.0	14	86.6	8	119	
VENICE	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	100.0	0	1	
<b>TOTAL VENICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>21.7</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>4.2</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>86.7</b>	<b>8</b>	<b>120</b>	
<b>TOTAL ITALY</b>			<b>1847</b>	<b>0</b>	<b>13</b>	<b>3.9</b>	<b>26.7</b>	<b>39.9</b>	<b>15.1</b>	<b>9.0</b>	<b>3.9</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>78.6</b>	<b>12</b>	<b>1734</b>	
<b>JAPAN</b>																					
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	60	0	0	30.0	23.3	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	14	60	
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	60	0	0	25.0	26.7	38.3	3.3	3.3	0.0	0.0	3.3	0.0	0.0	0.0	14	88.3	5	60	
TOKYO (HANEDA)	JAPAN AIRLINES	S	120	0	0	17.5	38.3	40.0	3.3	0.0	0.8	0.0	0.0	0.0	0.0	0.0	3	86.7	37	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 TOKYO (HANEDA)</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>31.7</b>	<b>41.3</b>	<b>2.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>19</b>	<b>180</b>	
TOKYO (NARITA)	AEROFLOT	S	18	0	0	5.6	61.1	22.2	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10	100.0	7	12	
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	24	0	0	29.2	16.7	37.5	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	13	60	
<b>TOTAL TOKYO (NARITA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>35.7</b>	<b>31.0</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>12</b>	<b>72</b>	
<b>TOTAL JAPAN</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>32.3</b>	<b>39.7</b>	<b>3.5</b>	<b>1.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.1</b>	<b>17</b>	<b>252</b>	
<b>JORDAN</b>																					
AMMAN	BRITISH AIRWAYS PLC	S	54	0	0	22.2	20.4	27.8	22.2	7.4	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	54	
AMMAN	ROYAL JORDANIAN	S	60	0	0	5.0	26.7	33.3	18.3	15.0	1.7	0.0	0.0	0.0	0.0	0.0	15	66.7	22	60	
<b>TOTAL AMMAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>23.7</b>	<b>30.7</b>	<b>20.2</b>	<b>11.4</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>13</b>	<b>71.9</b>	<b>17</b>	<b>114</b>	
<b>TOTAL JORDAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>23.7</b>	<b>30.7</b>	<b>20.2</b>	<b>11.4</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>13</b>	<b>71.9</b>	<b>17</b>	<b>114</b>	
<b>KAZAKHSTAN</b>																					
ASTANA	AIR ASTANA	S	59	0	1	16.7	38.3	35.0	3.3	3.3	1.7	0.0	0.0	0.0	0.0	1.7	5	57.1	16	42	
<b>TOTAL ASTANA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>38.3</b>	<b>35.0</b>	<b>3.3</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>1.7</b>	<b>5</b>	<b>57.1</b>	<b>16</b>	<b>42</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>38.3</b>	<b>35.0</b>	<b>3.3</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>1.7</b>	<b>5</b>	<b>57.1</b>	<b>16</b>	<b>42</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	60	0	0	1.7	38.3	36.7	8.3	8.3	6.7	0.0	0.0	0.0	0.0	0.0	13	86.7	12	60	
NAIROBI	KENYA AIRWAYS	S	60	0	0	11.7	30.0	36.7	5.0	8.3	3.3	5.0	0.0	0.0	0.0	0.0	18	86.7	12	60	
<b>TOTAL NAIROBI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.2</b>	<b>36.7</b>	<b>6.7</b>	<b>8.3</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.7</b>	<b>12</b>	<b>120</b>	
<b>TOTAL KENYA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.2</b>	<b>36.7</b>	<b>6.7</b>	<b>8.3</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.7</b>	<b>12</b>	<b>120</b>	
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	25.0	13.3	36.7	13.3	5.0	1.7	3.3	1.7	0.0	0.0	0.0	18	80.0	10	55	
KUWAIT	KUWAIT AIRWAYS	S	86	0	0	4.7	22.1	40.7	18.6	9.3	2.3	0.0	0.0	2.3	0.0	0.0	23	62.8	16	86	
<b>TOTAL KUWAIT</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>18.5</b>	<b>39.0</b>	<b>16.4</b>	<b>7.5</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.5</b>	<b>14</b>	<b>141</b>	
<b>TOTAL KUWAIT</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>18.5</b>	<b>39.0</b>	<b>16.4</b>	<b>7.5</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.5</b>	<b>14</b>	<b>141</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	55	0	1	30.4	10.7	25.0	12.5	10.7	5.4	3.6	0.0	0.0	0.0	1.8	20	73.3	10	60	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	120	0	0	5.0	30.0	46.7	10.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	10	71.7	15	120	
<b>TOTAL BEIRUT</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>13.1</b>	<b>23.9</b>	<b>39.8</b>	<b>10.8</b>	<b>8.0</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>72.2</b>	<b>13</b>	<b>180</b>	
<b>TOTAL LEBANON</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>13.1</b>	<b>23.9</b>	<b>39.8</b>	<b>10.8</b>	<b>8.0</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>72.2</b>	<b>13</b>	<b>180</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	116	0	0	16.4	47.4	25.9	5.2	4.3	0.9	0.0	0.0	0.0	0.0	0.0	5	93.3	5	120	
<b>TOTAL LUXEMBOURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>47.4</b>	<b>25.9</b>	<b>5.2</b>	<b>4.3</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>5</b>	<b>93.3</b>	<b>5</b>	<b>120</b>	
<b>TOTAL LUXEMBOURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>47.4</b>	<b>25.9</b>	<b>5.2</b>	<b>4.3</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>5</b>	<b>93.3</b>	<b>5</b>	<b>120</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	60	0	0	11.7	25.0	50.0	10.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	7	88.3	12	60	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	120	0	0	15.8	24.2	31.7	10.8	11.7	2.5	0.0	0.8	2.5	0.0	0.0	30	67.3	20	110	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 KUALA LUMPUR (SEPANG)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>24.4</b>	<b>37.8</b>	<b>10.6</b>	<b>8.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.7</b>	<b>17</b>	<b>170</b>
<b>TOTAL MALAYSIA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>24.4</b>	<b>37.8</b>	<b>10.6</b>	<b>8.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.7</b>	<b>17</b>	<b>170</b>
<b>MALTA</b>																				
<b>MALTA</b>	AIR MALTA	S	130	0	0	1.5	8.5	36.9	26.2	20.8	2.3	3.8	0.0	0.0	0.0	0.0	25	67.9	17	131
<b>TOTAL MALTA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>8.5</b>	<b>36.9</b>	<b>26.2</b>	<b>20.8</b>	<b>2.3</b>	<b>3.8</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>17</b>	<b>131</b>
<b>TOTAL MALTA</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>8.5</b>	<b>36.9</b>	<b>26.2</b>	<b>20.8</b>	<b>2.3</b>	<b>3.8</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>17</b>	<b>131</b>
<b>MAURITIUS</b>																				
<b>MAURITIUS</b>	AIR MAURITIUS LTD	S	28	0	0	25.0	14.3	35.7	10.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	73.1	33	26
<b>TOTAL MAURITIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>14.3</b>	<b>35.7</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>0.0</b>	<b>10</b>	<b>73.1</b>	<b>33</b>	<b>26</b>
<b>TOTAL MAURITIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>14.3</b>	<b>35.7</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>0.0</b>	<b>10</b>	<b>73.1</b>	<b>33</b>	<b>26</b>
<b>MEXICO</b>																				
<b>MEXICO CITY</b>	AEROMEXICO	S	60	0	0	25.0	48.3	23.3	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	3	95.0	21	60
<b>MEXICO CITY</b>	BRITISH AIRWAYS PLC	S	60	0	0	13.3	18.3	48.3	10.0	8.3	1.7	0.0	0.0	0.0	0.0	0.0	11	75.0	13	60
<b>TOTAL MEXICO CITY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>33.3</b>	<b>35.8</b>	<b>5.8</b>	<b>4.2</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>7</b>	<b>85.0</b>	<b>17</b>	<b>120</b>
<b>TOTAL MEXICO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>33.3</b>	<b>35.8</b>	<b>5.8</b>	<b>4.2</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>7</b>	<b>85.0</b>	<b>17</b>	<b>120</b>
<b>MOROCCO</b>																				
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	54	0	0	9.3	40.7	31.5	7.4	3.7	3.7	3.7	0.0	0.0	0.0	0.0	15	83.3	8	60
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>40.7</b>	<b>31.5</b>	<b>7.4</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>8</b>	<b>60</b>
<b>RABAT</b>	ROYAL AIR MAROC	S	14	0	0	0.0	78.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	13	10
<b>TOTAL RABAT</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>78.6</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>0.0</b>	<b>3</b>	<b>60.0</b>	<b>13</b>	<b>10</b>
<b>TOTAL MOROCCO</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>48.5</b>	<b>27.9</b>	<b>7.4</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>80.0</b>	<b>9</b>	<b>70</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	460	0	0	2.0	33.7	43.3	12.2	5.2	3.0	0.2	0.4	0.0	0.0	0.0	11	73.7	15	457
<b>AMSTERDAM</b>	KLM	S	578	0	18	7.2	39.3	30.2	10.6	5.2	4.2	0.3	0.0	0.0	0.0	3.0	11	77.4	12	583
<b>TOTAL AMSTERDAM</b>			<b>1038</b>	<b>0</b>	<b>18</b>	<b>4.9</b>	<b>36.8</b>	<b>35.9</b>	<b>11.3</b>	<b>5.2</b>	<b>3.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>75.8</b>	<b>13</b>	<b>1040</b>
<b>TOTAL NETHERLANDS</b>			<b>1038</b>	<b>0</b>	<b>18</b>	<b>4.9</b>	<b>36.8</b>	<b>35.9</b>	<b>11.3</b>	<b>5.2</b>	<b>3.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>75.8</b>	<b>13</b>	<b>1040</b>
<b>NEW ZEALAND</b>																				
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	60	0	0	3.3	21.7	50.0	8.3	5.0	5.0	3.3	3.3	0.0	0.0	0.0	25	80.0	10	60
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>21.7</b>	<b>50.0</b>	<b>8.3</b>	<b>5.0</b>	<b>5.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>80.0</b>	<b>10</b>	<b>60</b>
<b>TOTAL NEW ZEALAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>21.7</b>	<b>50.0</b>	<b>8.3</b>	<b>5.0</b>	<b>5.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>80.0</b>	<b>10</b>	<b>60</b>
<b>NIGERIA</b>																				
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	60	0	0	13.3	40.0	33.3	10.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	9	93.3	5	60
<b>TOTAL ABUJA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>33.3</b>	<b>10.0</b>	<b>0.0</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>9</b>	<b>93.3</b>	<b>5</b>	<b>60</b>
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	60	0	0	16.7	31.7	26.7	13.3	10.0	1.7	0.0	0.0	0.0	0.0	0.0	11	85.0	7	60
<b>LAGOS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	21.7	38.3	26.7	3.3	8.3	1.7	0.0	0.0	0.0	0.0	0.0	8	90.7	4	54

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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 LAGOS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>35.0</b>	<b>26.7</b>	<b>8.3</b>	<b>9.2</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>87.7</b>	<b>6</b>	<b>114</b>	
<b>TOTAL NIGERIA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>36.7</b>	<b>28.9</b>	<b>8.9</b>	<b>6.1</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>9</b>	<b>89.7</b>	<b>5</b>	<b>174</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	15	60	
<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>73.3</b>	<b>15</b>	<b>60</b>	
<b>OSLO (GARDERMOEN)</b>	BRITISH AIRWAYS PLC	S	214	0	2	9.7	44.4	32.4	5.6	3.7	3.2	0.0	0.0	0.0	0.0	0.9	7	82.3	10	232	
<b>OSLO (GARDERMOEN)</b>	SAS	S	182	0	13	4.1	34.9	34.9	7.7	4.6	5.1	0.0	1.5	0.5	0.0	6.7	15	72.9	16	255	
<b>OSLO (GARDERMOEN)</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	77	0	0	0.0	26.0	36.4	14.3	14.3	9.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>473</b>	<b>0</b>	<b>15</b>	<b>5.9</b>	<b>37.7</b>	<b>34.0</b>	<b>7.8</b>	<b>5.7</b>	<b>4.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>3.1</b>	<b>12</b>	<b>77.4</b>	<b>13</b>	<b>487</b>	
<b>STAVANGER</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	10	60	
<b>STAVANGER</b>	SAS	S	88	0	4	4.3	51.1	25.0	12.0	1.1	2.2	0.0	0.0	0.0	0.0	4.3	7	72.3	12	94	
<b>TOTAL STAVANGER</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>51.1</b>	<b>25.0</b>	<b>12.0</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>4.3</b>	<b>7</b>	<b>72.7</b>	<b>11</b>	<b>154</b>	
<b>TOTAL NORWAY</b>			<b>561</b>	<b>0</b>	<b>19</b>	<b>5.7</b>	<b>39.8</b>	<b>32.6</b>	<b>8.4</b>	<b>5.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>3.3</b>	<b>12</b>	<b>76.0</b>	<b>13</b>	<b>701</b>	
<b>OMAN</b>																					
<b>MUSCAT</b>	BRITISH AIRWAYS PLC	S	44	0	0	2.3	15.9	29.5	22.7	18.2	6.8	2.3	2.3	0.0	0.0	0.0	30	100.0	1	38	
<b>MUSCAT</b>	OMAN AIR	S	119	0	0	0.8	16.8	43.7	16.8	15.1	5.9	0.8	0.0	0.0	0.0	0.0	19	68.3	14	120	
<b>TOTAL MUSCAT</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>16.6</b>	<b>39.9</b>	<b>18.4</b>	<b>16.0</b>	<b>6.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.9</b>	<b>11</b>	<b>158</b>	
<b>TOTAL OMAN</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>16.6</b>	<b>39.9</b>	<b>18.4</b>	<b>16.0</b>	<b>6.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.9</b>	<b>11</b>	<b>158</b>	
<b>PAKISTAN</b>																					
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	36	0	0	0.0	25.0	55.6	8.3	5.6	0.0	5.6	0.0	0.0	0.0	0.0	17	45.5	52	33	
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>55.6</b>	<b>8.3</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>17</b>	<b>45.5</b>	<b>52</b>	<b>33</b>	
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	14	0	0	0.0	0.0	7.1	28.6	21.4	35.7	0.0	7.1	0.0	0.0	0.0	57	58.3	15	12	
<b>TOTAL KARACHI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>28.6</b>	<b>21.4</b>	<b>35.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>58.3</b>	<b>15</b>	<b>12</b>	
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	26	0	0	3.8	23.1	30.8	19.2	15.4	0.0	0.0	3.8	3.8	0.0	0.0	39	60.0	26	25	
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>30.8</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>60.0</b>	<b>26</b>	<b>25</b>	
<b>TOTAL PAKISTAN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>19.7</b>	<b>38.2</b>	<b>15.8</b>	<b>11.8</b>	<b>6.6</b>	<b>2.6</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>52.9</b>	<b>37</b>	<b>70</b>	
<b>PHILIPPINES</b>																					
<b>MANILA</b>	PHILIPPINE AIRLINES	S	56	0	4	16.7	26.7	25.0	11.7	8.3	5.0	0.0	0.0	0.0	0.0	6.7	13	45.0	21	60	
<b>TOTAL MANILA</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>16.7</b>	<b>26.7</b>	<b>25.0</b>	<b>11.7</b>	<b>8.3</b>	<b>5.0</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>45.0</b>	<b>21</b>	<b>60</b>	
<b>TOTAL PHILIPPINES</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>16.7</b>	<b>26.7</b>	<b>25.0</b>	<b>11.7</b>	<b>8.3</b>	<b>5.0</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>45.0</b>	<b>21</b>	<b>60</b>	
<b>POLAND</b>																					
<b>KRAKOW</b>	BRITISH AIRWAYS PLC	S	60	0	0	8.3	21.7	43.3	21.7	3.3	0.0	1.7	0.0	0.0	0.0	0.0	11	78.3	11	60	
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>21.7</b>	<b>43.3</b>	<b>21.7</b>	<b>3.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.3</b>	<b>11</b>	<b>60</b>	
<b>WARSAW (CHOPIN)</b>	BRITISH AIRWAYS PLC	S	152	0	0	5.3	30.9	45.4	12.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	15	120	
<b>WARSAW (CHOPIN)</b>	LOT-POLISH AIRLINES	S	176	0	4	2.8	21.7	36.1	11.7	11.7	8.9	3.3	1.1	0.6	0.0	2.2	28	50.0	26	180	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>328</b>	<b>0</b>	<b>4</b>	<b>3.9</b>	<b>25.9</b>	<b>40.4</b>	<b>12.0</b>	<b>9.0</b>	<b>4.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>19</b>	<b>62.0</b>	<b>22</b>	<b>300</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 POLAND</b>			<b>388</b>	<b>0</b>	<b>4</b>	<b>4.6</b>	<b>25.3</b>	<b>40.8</b>	<b>13.5</b>	<b>8.2</b>	<b>4.1</b>	<b>1.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>64.7</b>	<b>20</b>	<b>360</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	BRITISH AIRWAYS PLC	S	34	0	0	0.0	38.2	47.1	5.9	2.9	5.9	0.0	0.0	0.0	0.0	0.0	10	90.9	5	22	
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>47.1</b>	<b>5.9</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>10</b>	<b>90.9</b>	<b>5</b>	<b>22</b>	
LISBON	AIR PORTUGAL	S	372	0	4	0.3	13.8	33.8	20.7	21.5	6.9	1.6	0.3	0.0	0.0	1.1	25	69.3	15	378	
LISBON	BRITISH AIRWAYS PLC	S	180	0	0	3.3	32.8	47.2	7.2	8.3	1.1	0.0	0.0	0.0	0.0	0.0	9	87.2	8	180	
<b>TOTAL LISBON</b>			<b>552</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>20.0</b>	<b>38.1</b>	<b>16.4</b>	<b>17.3</b>	<b>5.0</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>75.1</b>	<b>13</b>	<b>558</b>	
<b>TOTAL PORTUGAL</b>			<b>586</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>21.0</b>	<b>38.6</b>	<b>15.8</b>	<b>16.4</b>	<b>5.1</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>75.7</b>	<b>12</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	80.0	8	60	
DOHA HAMAD	QATAR AIRWAYS	S	358	0	0	14.8	41.3	29.9	8.9	2.2	2.2	0.0	0.0	0.6	0.0	0.0	9	85.6	8	360	
<b>TOTAL DOHA HAMAD</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>41.3</b>	<b>29.9</b>	<b>8.9</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.8</b>	<b>8</b>	<b>420</b>	
<b>TOTAL QATAR</b>			<b>358</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>41.3</b>	<b>29.9</b>	<b>8.9</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.8</b>	<b>8</b>	<b>420</b>	
<b>REPUBLIC OF KOREA</b>																					
SEOUL (INCHEON)	ASIANA AIRLINES	S	60	0	0	21.7	25.0	45.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	36.7	33	60	
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	60	0	0	15.0	36.7	26.7	6.7	6.7	3.3	1.7	3.3	0.0	0.0	0.0	21	88.3	7	60	
SEOUL (INCHEON)	KOREAN AIR	S	60	0	0	1.7	15.0	46.7	25.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	10	60	
<b>TOTAL SEOUL (INCHEON)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>25.6</b>	<b>39.4</b>	<b>12.8</b>	<b>6.7</b>	<b>1.1</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.3</b>	<b>17</b>	<b>180</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>25.6</b>	<b>39.4</b>	<b>12.8</b>	<b>6.7</b>	<b>1.1</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.3</b>	<b>17</b>	<b>180</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	S	78	0	0	2.6	19.2	32.1	15.4	26.9	3.8	0.0	0.0	0.0	0.0	0.0	19	69.7	13	76	
<b>TOTAL BELGRADE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>19.2</b>	<b>32.1</b>	<b>15.4</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>19</b>	<b>69.7</b>	<b>13</b>	<b>76</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>19.2</b>	<b>32.1</b>	<b>15.4</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>19</b>	<b>69.7</b>	<b>13</b>	<b>76</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	16.7	43.3	28.3	10.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5	93.3	4	60	
<b>TOTAL CAPE TOWN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>43.3</b>	<b>28.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.3</b>	<b>4</b>	<b>60</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	13.3	32.5	25.8	6.7	8.3	4.2	4.2	2.5	2.5	0.0	0.0	43	86.7	9	120	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	60	0	0	0.0	28.3	45.0	16.7	5.0	5.0	0.0	0.0	0.0	0.0	0.0	13	91.4	4	116	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	6.7	58.3	26.7	3.3	1.7	3.3	0.0	0.0	0.0	0.0	0.0	5	95.0	18	60	
<b>TOTAL JOHANNESBURG</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.9</b>	<b>30.8</b>	<b>8.3</b>	<b>5.8</b>	<b>4.2</b>	<b>2.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>90.2</b>	<b>9</b>	<b>296</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>39.0</b>	<b>30.3</b>	<b>8.7</b>	<b>5.0</b>	<b>3.3</b>	<b>1.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>90.7</b>	<b>8</b>	<b>356</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	120	0	0	11.7	27.5	31.7	15.0	10.8	3.3	0.0	0.0	0.0	0.0	0.0	12	75.9	13	112	
BUCHAREST (OTOPENI)	TAROM	S	60	0	0	3.3	20.0	40.0	18.3	13.3	5.0	0.0	0.0	0.0	0.0	0.0	16	43.3	28	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>25.0</b>	<b>34.4</b>	<b>16.1</b>	<b>11.7</b>	<b>3.9</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>64.5</b>	<b>18</b>	<b>172</b>	
<b>TOTAL ROMANIA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>25.0</b>	<b>34.4</b>	<b>16.1</b>	<b>11.7</b>	<b>3.9</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>64.5</b>	<b>18</b>	<b>172</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	AIR CANADA	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	156	0.0	0	0	
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	174	0	1	21.1	37.7	30.9	5.7	1.7	1.1	0.0	0.6	0.6	0.0	0.6	14	89.4	14	180	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>21.0</b>	<b>37.5</b>	<b>30.7</b>	<b>5.7</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>89.4</b>	<b>14</b>	<b>180</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	284	0	0	14.4	33.1	41.5	7.4	1.1	1.8	0.7	0.0	0.0	0.0	0.0	7	72.4	11	225	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>33.1</b>	<b>41.5</b>	<b>7.4</b>	<b>1.1</b>	<b>1.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.4</b>	<b>11</b>	<b>225</b>	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	20.0	28.3	40.0	5.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	81.7	15	60	
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>28.3</b>	<b>40.0</b>	<b>5.0</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>0.0</b>	<b>7</b>	<b>81.7</b>	<b>15</b>	<b>60</b>	
<b>TOTAL RUSSIA</b>			<b>519</b>	<b>0</b>	<b>1</b>	<b>17.3</b>	<b>34.0</b>	<b>37.7</b>	<b>6.5</b>	<b>1.5</b>	<b>1.7</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>80.2</b>	<b>13</b>	<b>465</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	BRITISH AIRWAYS PLC	S	58	0	0	22.4	34.5	27.6	8.6	3.4	1.7	0.0	1.7	0.0	0.0	0.0	9	88.9	9	54	
JEDDAH	SAUDI ARABIAN AIRLINES	S	58	0	2	6.7	43.3	31.7	6.7	6.7	1.7	0.0	0.0	0.0	0.0	3.3	7	76.7	14	60	
<b>TOTAL JEDDAH</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>14.4</b>	<b>39.0</b>	<b>29.7</b>	<b>7.6</b>	<b>5.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>8</b>	<b>82.5</b>	<b>12</b>	<b>114</b>	
RIYADH	BRITISH AIRWAYS PLC	S	60	0	0	3.3	20.0	48.3	10.0	13.3	1.7	0.0	0.0	3.3	0.0	0.0	26	80.4	12	56	
RIYADH	SAUDI ARABIAN AIRLINES	S	59	0	1	11.7	36.7	31.7	6.7	5.0	5.0	1.7	0.0	0.0	0.0	1.7	12	71.7	11	60	
<b>TOTAL RIYADH</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>28.3</b>	<b>40.0</b>	<b>8.3</b>	<b>9.2</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>75.9</b>	<b>12</b>	<b>116</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>235</b>	<b>0</b>	<b>3</b>	<b>10.9</b>	<b>33.6</b>	<b>34.9</b>	<b>8.0</b>	<b>7.1</b>	<b>2.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>79.1</b>	<b>12</b>	<b>230</b>	
<b>SEYCHELLES</b>																					
SEYCHELLES	BRITISH AIRWAYS PLC	S	17	0	0	5.9	29.4	23.5	11.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</b>	<b>11.8</b>	<b>23.5</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</b>	<b>11.8</b>	<b>23.5</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SINGAPORE</b>																					
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	11.7	26.7	38.3	11.7	5.0	0.0	5.0	1.7	0.0	0.0	0.0	20	77.0	46	61	
SINGAPORE	SINGAPORE AIRLINES	S	239	0	0	6.3	28.0	42.7	12.6	8.4	1.3	0.4	0.4	0.0	0.0	0.0	11	73.8	13	240	
<b>TOTAL SINGAPORE</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>27.8</b>	<b>41.8</b>	<b>12.4</b>	<b>7.7</b>	<b>1.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.4</b>	<b>20</b>	<b>301</b>	
<b>TOTAL SINGAPORE</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>27.8</b>	<b>41.8</b>	<b>12.4</b>	<b>7.7</b>	<b>1.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.4</b>	<b>20</b>	<b>301</b>	
<b>SPAIN</b>																					
A CORUNA	VUELING AIRLINES	S	60	0	0	5.0	30.0	43.3	6.7	10.0	5.0	0.0	0.0	0.0	0.0	0.0	12	91.5	6	59	
<b>TOTAL A CORUNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>43.3</b>	<b>6.7</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>12</b>	<b>91.5</b>	<b>6</b>	<b>59</b>	
ALMERIA	BRITISH AIRWAYS PLC	S	18	0	0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ASTURIAS	BRITISH AIRWAYS PLC	S	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	4	12	
ASTURIAS	IBERIA	S	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	91.7	3	12	
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>61.5</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>3</b>	<b>24</b>	
BARCELONA	AMERICAN AIRLINES	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	20	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
BARCELONA	BRITISH AIRWAYS PLC	S	436	0	0	2.1	32.8	43.8	9.6	8.5	2.3	0.5	0.5	0.0	0.0	0.0	12	77.4	10	470
BARCELONA	VUELING AIRLINES	S	34	0	0	0.0	0.0	5.9	14.7	38.2	38.2	2.9	0.0	0.0	0.0	0.0	57	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>472</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>30.3</b>	<b>41.1</b>	<b>10.0</b>	<b>10.8</b>	<b>4.9</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.4</b>	<b>10</b>	<b>470</b>
BILBAO	BRITISH AIRWAYS PLC	S	118	0	0	11.9	41.5	35.6	5.9	2.5	2.5	0.0	0.0	0.0	0.0	0.0	6	87.5	7	120
<b>TOTAL BILBAO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>41.5</b>	<b>35.6</b>	<b>5.9</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>7</b>	<b>120</b>
IBIZA	BRITISH AIRWAYS PLC	S	60	0	0	3.3	40.0	40.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	82.4	14	34
<b>TOTAL IBIZA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>40.0</b>	<b>40.0</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.4</b>	<b>14</b>	<b>34</b>
MADRID	BRITISH AIRWAYS PLC	S	296	0	5	4.0	33.6	43.2	9.6	7.6	0.3	0.0	0.0	0.0	0.0	1.7	8	78.5	13	298
MADRID	IBERIA	S	454	0	5	5.0	44.0	33.1	8.1	5.9	2.6	0.2	0.0	0.0	0.0	1.1	9	79.8	10	470
<b>TOTAL MADRID</b>			<b>750</b>	<b>0</b>	<b>10</b>	<b>4.6</b>	<b>39.9</b>	<b>37.1</b>	<b>8.7</b>	<b>6.6</b>	<b>1.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>79.3</b>	<b>12</b>	<b>768</b>
MAHON	BRITISH AIRWAYS PLC	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	85.3	9	34
<b>TOTAL MAHON</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>85.3</b>	<b>9</b>	<b>34</b>
MALAGA	BRITISH AIRWAYS PLC	S	69	0	0	0.0	17.4	42.0	18.8	13.0	7.2	0.0	1.4	0.0	0.0	0.0	22	88.9	11	27
<b>TOTAL MALAGA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.4</b>	<b>42.0</b>	<b>18.8</b>	<b>13.0</b>	<b>7.2</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.9</b>	<b>11</b>	<b>27</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	S	18	0	0	0.0	11.1	55.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	81.3	7	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.3</b>	<b>7</b>	<b>16</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	110	0	0	0.9	17.3	53.6	18.2	6.4	2.7	0.9	0.0	0.0	0.0	0.0	14	75.0	13	68
<b>TOTAL PALMA DE MALLORCA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>17.3</b>	<b>53.6</b>	<b>18.2</b>	<b>6.4</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>13</b>	<b>68</b>
<b>TOTAL SPAIN</b>			<b>1719</b>	<b>0</b>	<b>10</b>	<b>4.2</b>	<b>34.5</b>	<b>39.7</b>	<b>10.0</b>	<b>7.6</b>	<b>2.9</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>80.2</b>	<b>11</b>	<b>1620</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	BRITISH AIRWAYS PLC	S	10	0	0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	10	14
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	85.7	9	14
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40.0</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>85.7</b>	<b>10</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	10	0	0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>30.0</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35.0</b>	<b>30.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>85.7</b>	<b>10</b>	<b>28</b>
<b>SRI LANKA</b>																				
COLOMBO	SRILANKAN AIRLINES	S	60	0	0	20.0	35.0	25.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	88.3	5	60
<b>TOTAL COLOMBO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>35.0</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>10</b>	<b>88.3</b>	<b>5</b>	<b>60</b>
<b>TOTAL SRI LANKA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>35.0</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>10</b>	<b>88.3</b>	<b>5</b>	<b>60</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	162	0	0	9.3	42.0	41.4	4.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	82.0	8	172
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>42.0</b>	<b>41.4</b>	<b>4.3</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>0.0</b>	<b>4</b>	<b>82.0</b>	<b>8</b>	<b>172</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	328	0	0	9.5	40.9	36.3	7.3	4.6	0.6	0.6	0.0	0.3	0.0	0.0	11	79.8	13	336
STOCKHOLM (ARLANDA)	SAS	S	207	0	5	0.0	24.5	42.0	15.1	11.8	4.2	0.0	0.0	0.0	0.0	2.4	15	59.7	22	310

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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)	SCANDINAVIAN AIRLINES IRELAND LTD	S	107	0	0	0.0	27.1	47.7	19.6	4.7	0.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>642</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>33.2</b>	<b>40.0</b>	<b>11.9</b>	<b>7.0</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>70.1</b>	<b>17</b>	<b>646</b>	
<b>TOTAL SWEDEN</b>			<b>804</b>	<b>0</b>	<b>5</b>	<b>5.7</b>	<b>35.0</b>	<b>40.3</b>	<b>10.4</b>	<b>6.2</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>72.6</b>	<b>15</b>	<b>818</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	212	0	1	3.8	36.2	41.3	6.1	9.9	2.3	0.0	0.0	0.0	0.0	0.5	10	78.4	11	208	
<b>TOTAL BALE MULHOUSE</b>			<b>212</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>36.2</b>	<b>41.3</b>	<b>6.1</b>	<b>9.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>78.4</b>	<b>11</b>	<b>208</b>	
GENEVA	BRITISH AIRWAYS PLC	S	440	0	2	3.6	42.1	38.7	7.9	6.1	0.9	0.2	0.0	0.0	0.0	0.5	8	81.5	9	470	
GENEVA	SWISS AIRLINES	S	283	0	8	0.0	23.0	35.4	18.9	13.1	6.2	0.7	0.0	0.0	0.0	2.7	19	67.0	18	285	
<b>TOTAL GENEVA</b>			<b>723</b>	<b>0</b>	<b>10</b>	<b>2.2</b>	<b>34.5</b>	<b>37.4</b>	<b>12.3</b>	<b>8.9</b>	<b>3.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>76.0</b>	<b>13</b>	<b>755</b>	
ZURICH	BRITISH AIRWAYS PLC	S	333	0	1	5.1	33.8	37.1	13.5	7.5	2.7	0.0	0.0	0.0	0.0	0.3	11	79.9	11	338	
ZURICH	SWISS AIRLINES	S	409	0	11	0.5	17.4	42.4	19.3	13.6	3.6	0.2	0.2	0.2	0.0	2.6	18	73.2	14	411	
<b>TOTAL ZURICH</b>			<b>742</b>	<b>0</b>	<b>12</b>	<b>2.5</b>	<b>24.7</b>	<b>40.1</b>	<b>16.7</b>	<b>10.9</b>	<b>3.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>76.2</b>	<b>13</b>	<b>749</b>	
<b>TOTAL SWITZERLAND</b>			<b>1677</b>	<b>0</b>	<b>23</b>	<b>2.5</b>	<b>30.4</b>	<b>39.1</b>	<b>13.5</b>	<b>9.9</b>	<b>3.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>13</b>	<b>76.4</b>	<b>12</b>	<b>1712</b>	
<b>TAIWAN</b>																					
TAIPEI	EVA AIR	S	60	0	0	3.3	20.0	45.0	11.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	16	60.7	16	56	
<b>TOTAL TAIPEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>45.0</b>	<b>11.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.7</b>	<b>16</b>	<b>56</b>	
<b>TOTAL TAIWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>45.0</b>	<b>11.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.7</b>	<b>16</b>	<b>56</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	60	0	0	28.3	25.0	33.3	6.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	7	86.7	8	60	
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	108	0	0	7.4	17.6	50.9	17.6	5.6	0.9	0.0	0.0	0.0	0.0	0.0	11	63.3	14	120	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>20.2</b>	<b>44.6</b>	<b>13.7</b>	<b>5.4</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>71.1</b>	<b>12</b>	<b>180</b>	
<b>TOTAL THAILAND</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>20.2</b>	<b>44.6</b>	<b>13.7</b>	<b>5.4</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>71.1</b>	<b>12</b>	<b>180</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	36	0	0	0.0	5.6	19.4	2.8	25.0	19.4	11.1	16.7	0.0	0.0	0.0	83	38.2	33	34	
<b>TOTAL TUNIS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>19.4</b>	<b>2.8</b>	<b>25.0</b>	<b>19.4</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>83</b>	<b>38.2</b>	<b>33</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>19.4</b>	<b>2.8</b>	<b>25.0</b>	<b>19.4</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>83</b>	<b>38.2</b>	<b>33</b>	<b>34</b>	
<b>TURKEY</b>																					
ISTANBUL	BRITISH AIRWAYS PLC	S	96	0	0	6.3	29.2	32.3	13.5	13.5	4.2	1.0	0.0	0.0	0.0	0.0	15	79.7	9	158	
ISTANBUL	THY TURKISH AIRLINES	S	326	0	0	4.6	29.1	45.4	9.8	8.6	1.8	0.6	0.0	0.0	0.0	0.0	11	67.1	17	322	
<b>TOTAL ISTANBUL</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>29.1</b>	<b>42.4</b>	<b>10.7</b>	<b>9.7</b>	<b>2.4</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>71.3</b>	<b>14</b>	<b>480</b>	
<b>TOTAL TURKEY</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>29.1</b>	<b>42.4</b>	<b>10.7</b>	<b>9.7</b>	<b>2.4</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>71.3</b>	<b>14</b>	<b>480</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	10	0	0	0.0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	0.0	97	8	
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>97</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>97</b>	<b>8</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	60	0	0	3.3	28.3	48.3	8.3	11.7	0.0	0.0	0.0	0.0	0.0	0.0	10	78.3	11	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>28.3</b>	<b>48.3</b>	<b>8.3</b>	<b>11.7</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>78.3</b>	<b>11</b>	<b>60</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>28.3</b>	<b>48.3</b>	<b>8.3</b>	<b>11.7</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>78.3</b>	<b>11</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	52	0	0	9.6	40.4	30.8	9.6	3.8	1.9	3.8	0.0	0.0	0.0	0.0	13	94.6	4	56
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	180	0	0	32.2	23.9	31.1	10.6	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	6	180
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>27.2</b>	<b>27.6</b>	<b>31.0</b>	<b>10.3</b>	<b>2.6</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.4</b>	<b>5</b>	<b>236</b>
DUBAI	BRITISH AIRWAYS PLC	S	147	0	0	22.4	29.3	34.0	8.2	4.8	0.7	0.7	0.0	0.0	0.0	0.0	7	87.3	9	126
DUBAI	EMIRATES	S	360	0	1	11.4	35.5	42.4	6.9	2.5	1.1	0.0	0.0	0.0	0.0	0.3	6	71.6	14	359
DUBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	1	16.7	48.3	18.3	5.0	8.3	1.7	0.0	0.0	0.0	1.7	7	91.8	5	49	
<b>TOTAL DUBAI</b>			<b>566</b>	<b>0</b>	<b>2</b>	<b>14.8</b>	<b>35.2</b>	<b>37.7</b>	<b>7.0</b>	<b>3.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>77.2</b>	<b>12</b>	<b>534</b>	
<b>TOTAL UNITED ARAB</b>			<b>798</b>	<b>0</b>	<b>2</b>	<b>18.4</b>	<b>33.0</b>	<b>35.8</b>	<b>8.0</b>	<b>3.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>81.8</b>	<b>10</b>	<b>770</b>	
<b>UNITED KINGDOM</b>																				
ABERDEEN	BRITISH AIRWAYS PLC	S	381	0	1	11.5	40.8	33.2	8.6	5.2	0.3	0.0	0.0	0.0	0.0	0.3	6	85.5	9	392
ABERDEEN	FLYBE LTD	S	160	0	0	6.3	46.9	37.5	3.8	3.8	1.9	0.0	0.0	0.0	0.0	0.0	5	89.1	7	156
<b>TOTAL ABERDEEN</b>			<b>541</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>42.6</b>	<b>34.5</b>	<b>7.2</b>	<b>4.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>86.5</b>	<b>9</b>	<b>548</b>	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	180	0	0	21.7	56.7	19.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.0	9	176
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	254	0	0	17.3	40.9	26.0	8.3	5.1	0.4	1.6	0.4	0.0	0.0	0.0	9	88.6	7	316
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>47.5</b>	<b>23.3</b>	<b>5.8</b>	<b>3.0</b>	<b>0.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.6</b>	<b>8</b>	<b>492</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	610	0	4	6.4	38.4	37.9	10.3	5.2	1.0	0.0	0.2	0.0	0.0	0.7	8	76.0	14	653
EDINBURGH	FLYBE LTD	S	230	0	0	1.3	33.5	44.8	10.0	5.7	3.0	1.7	0.0	0.0	0.0	0.0	12	86.1	6	216
<b>TOTAL EDINBURGH</b>			<b>840</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>37.1</b>	<b>39.8</b>	<b>10.2</b>	<b>5.3</b>	<b>1.5</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>78.5</b>	<b>12</b>	<b>869</b>
GATWICK	EMIRATES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL GATWICK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	BRITISH AIRWAYS PLC	S	546	0	2	10.0	40.7	34.1	8.0	4.2	1.8	0.5	0.2	0.0	0.0	0.4	8	81.6	10	570
<b>TOTAL GLASGOW</b>			<b>546</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>40.7</b>	<b>34.1</b>	<b>8.0</b>	<b>4.2</b>	<b>1.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>81.6</b>	<b>10</b>	<b>570</b>
INVERNESS	BRITISH AIRWAYS PLC	S	86	0	0	18.6	43.0	31.4	3.5	0.0	3.5	0.0	0.0	0.0	0.0	0.0	5	81.7	9	60
<b>TOTAL INVERNESS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>43.0</b>	<b>31.4</b>	<b>3.5</b>	<b>0.0</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>5</b>	<b>81.7</b>	<b>9</b>	<b>60</b>
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	84	0	2	16.3	38.4	34.9	4.7	3.5	0.0	0.0	0.0	0.0	0.0	2.3	4	85.8	10	162
<b>TOTAL LEEDS BRADFORD</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>16.3</b>	<b>38.4</b>	<b>34.9</b>	<b>4.7</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>2.3</b>	<b>4</b>	<b>85.8</b>	<b>10</b>	<b>162</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	438	0	2	7.7	45.0	30.9	8.4	6.1	0.9	0.0	0.5	0.0	0.0	0.5	8	81.4	10	442

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 MANCHESTER</b>			<b>438</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>45.0</b>	<b>30.9</b>	<b>8.4</b>	<b>6.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>81.4</b>	<b>10</b>	<b>442</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	310	0	2	9.6	44.6	28.5	7.1	6.1	2.9	0.6	0.0	0.0	0.0	0.6	9	83.1	10	332	
<b>TOTAL NEWCASTLE</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>9.6</b>	<b>44.6</b>	<b>28.5</b>	<b>7.1</b>	<b>6.1</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>83.1</b>	<b>10</b>	<b>332</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3280</b>	<b>0</b>	<b>13</b>	<b>10.0</b>	<b>41.9</b>	<b>33.2</b>	<b>7.9</b>	<b>4.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>82.6</b>	<b>10</b>	<b>3475</b>	
<b>USA</b>																					
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	5.0	13.3	46.7	18.3	15.0	0.0	1.7	0.0	0.0	0.0	0.0	16	83.3	10	60	
ATLANTA	DELTA AIRLINES	S	120	0	0	1.7	32.5	34.2	10.0	10.0	7.5	3.3	0.8	0.0	0.0	0.0	21	87.6	10	121	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	10.0	28.3	31.7	13.3	11.7	3.3	1.7	0.0	0.0	0.0	0.0	14	86.7	9	60	
<b>TOTAL ATLANTA</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>26.7</b>	<b>36.7</b>	<b>12.9</b>	<b>11.7</b>	<b>4.6</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.3</b>	<b>10</b>	<b>241</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	60	0	0	13.3	18.3	53.3	8.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	91.7	5	60	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>18.3</b>	<b>53.3</b>	<b>8.3</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>0.0</b>	<b>9</b>	<b>91.7</b>	<b>5</b>	<b>60</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	2	13.3	23.3	41.7	6.7	10.0	1.7	0.0	0.0	0.0	0.0	3.3	10	91.7	5	60	
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>23.3</b>	<b>41.7</b>	<b>6.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>10</b>	<b>91.7</b>	<b>5</b>	<b>60</b>	
BOSTON	BRITISH AIRWAYS PLC	S	238	0	2	11.7	31.7	42.1	7.1	3.3	2.5	0.8	0.0	0.0	0.0	0.8	8	86.6	6	216	
BOSTON	DELTA AIRLINES	S	60	0	0	10.0	43.3	16.7	8.3	5.0	8.3	5.0	1.7	1.7	0.0	0.0	46	91.7	3	60	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	11.7	20.0	48.3	5.0	11.7	1.7	1.7	0.0	0.0	0.0	0.0	13	66.0	23	50	
<b>TOTAL BOSTON</b>			<b>358</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>31.7</b>	<b>38.9</b>	<b>6.9</b>	<b>5.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>84.4</b>	<b>8</b>	<b>326</b>	
CHARLOTTE	AMERICAN AIRLINES	S	120	0	2	8.2	33.6	23.8	17.2	9.0	4.9	0.0	1.6	0.0	0.0	1.6	18	68.7	26	115	
<b>TOTAL CHARLOTTE</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>8.2</b>	<b>33.6</b>	<b>23.8</b>	<b>17.2</b>	<b>9.0</b>	<b>4.9</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>68.7</b>	<b>26</b>	<b>115</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	236	0	4	7.1	43.3	24.6	9.6	7.5	4.6	1.3	0.0	0.4	0.0	1.7	14	82.9	12	240	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	118	0	2	3.3	17.5	29.2	20.8	18.3	7.5	0.8	0.8	0.0	0.0	1.7	25	70.8	14	120	
CHICAGO (O'HARE)	UNITED AIRLINES	S	180	0	1	6.6	49.7	21.0	8.8	6.1	3.9	1.1	1.1	1.1	0.0	0.6	18	86.1	10	180	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>534</b>	<b>0</b>	<b>7</b>	<b>6.1</b>	<b>39.7</b>	<b>24.4</b>	<b>11.8</b>	<b>9.4</b>	<b>5.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>81.3</b>	<b>12</b>	<b>540</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	180	0	1	11.0	35.4	35.9	7.7	6.1	2.2	1.1	0.0	0.0	0.0	0.6	10	75.6	21	180	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	60	0	0	16.7	20.0	38.3	13.3	6.7	5.0	0.0	0.0	0.0	0.0	0.0	13	80.0	13	60	
DALLAS/FORT WORTH	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	7	60	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>12.4</b>	<b>31.5</b>	<b>36.5</b>	<b>9.1</b>	<b>6.2</b>	<b>2.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>79.7</b>	<b>17</b>	<b>300</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	6.7	23.3	36.7	10.0	15.0	6.7	0.0	1.7	0.0	0.0	0.0	21	66.7	14	60	
DENVER INTERNATIONAL	UNITED AIRLINES	S	60	0	0	3.3	21.7	46.7	8.3	5.0	0.0	5.0	8.3	1.7	0.0	0.0	41	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>22.5</b>	<b>41.7</b>	<b>9.2</b>	<b>10.0</b>	<b>3.3</b>	<b>2.5</b>	<b>5.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>66.7</b>	<b>14</b>	<b>60</b>	
DETROIT	DELTA AIRLINES	S	85	0	0	9.4	38.8	43.5	2.4	4.7	1.2	0.0	0.0	0.0	0.0	0.0	6	91.9	17	86	
<b>TOTAL DETROIT</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>38.8</b>	<b>43.5</b>	<b>2.4</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.9</b>	<b>17</b>	<b>86</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	118	0	2	9.2	29.2	35.0	11.7	5.0	0.8	4.2	3.3	0.0	0.0	1.7	22	89.2	7	120	
HOUSTON	UNITED AIRLINES	S	118	0	2	10.0	37.5	25.0	12.5	10.0	3.3	0.0	0.0	0.0	0.0	1.7	11	87.3	8	118	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 HOUSTON</b>			<b>236</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>33.3</b>	<b>30.0</b>	<b>12.1</b>	<b>7.5</b>	<b>2.1</b>	<b>2.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>88.2</b>	<b>7</b>	<b>238</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	84	0	0	10.7	16.7	36.9	16.7	9.5	6.0	1.2	0.0	2.4	0.0	0.0	48	70.5	23	95	
<b>TOTAL LAS VEGAS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>16.7</b>	<b>36.9</b>	<b>16.7</b>	<b>9.5</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>70.5</b>	<b>23</b>	<b>95</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	117	0	3	19.2	37.5	30.8	3.3	4.2	1.7	0.8	0.0	0.0	0.0	2.5	7	82.2	7	118	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	5.8	20.0	38.3	23.3	6.7	0.0	4.2	0.0	1.7	0.0	0.0	38	64.2	17	120	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	60	0	0	10.0	31.7	43.3	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	12	86.7	6	60	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	170	0	0	24.7	32.9	37.6	3.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3	77.7	15	175	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>467</b>	<b>0</b>	<b>3</b>	<b>16.6</b>	<b>30.6</b>	<b>36.8</b>	<b>8.7</b>	<b>3.8</b>	<b>0.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>76.5</b>	<b>12</b>	<b>473</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	119	0	1	6.7	37.5	30.8	5.0	8.3	5.8	3.3	1.7	0.0	0.0	0.8	20	77.5	17	120	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	119	0	1	5.8	37.5	31.7	9.2	6.7	5.8	1.7	0.8	0.0	0.0	0.8	16	68.3	25	120	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	5.0	26.7	53.3	6.7	5.0	3.3	0.0	0.0	0.0	0.0	0.0	10	82.1	10	56	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>298</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>35.3</b>	<b>35.7</b>	<b>7.0</b>	<b>7.0</b>	<b>5.3</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>74.7</b>	<b>19</b>	<b>296</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	0	5.0	53.3	28.3	1.7	1.7	8.3	1.7	0.0	0.0	0.0	0.0	13	86.7	5	60	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>53.3</b>	<b>28.3</b>	<b>1.7</b>	<b>1.7</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	43	0	0	7.0	20.9	34.9	14.0	18.6	0.0	2.3	2.3	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>20.9</b>	<b>34.9</b>	<b>14.0</b>	<b>18.6</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</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>	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	44	0	0	9.1	27.3	38.6	13.6	2.3	4.5	2.3	2.3	0.0	0.0	0.0	19	55.9	27	34	
<b>TOTAL NEW ORLEANS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>38.6</b>	<b>13.6</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.9</b>	<b>27</b>	<b>34</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	240	0	0	11.7	42.9	27.1	8.8	6.3	3.3	0.0	0.0	0.0	0.0	0.0	9	82.5	12	240	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	474	0	0	12.7	23.6	41.6	11.2	5.5	3.6	1.7	0.2	0.0	0.0	0.0	13	79.2	12	453	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	120	0	0	6.7	43.3	25.0	6.7	8.3	7.5	0.8	1.7	0.0	0.0	0.0	18	79.0	11	176	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	360	0	0	11.7	38.9	30.8	9.4	5.6	3.1	0.3	0.3	0.0	0.0	0.0	10	83.2	10	279	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1194</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>34.1</b>	<b>33.8</b>	<b>9.7</b>	<b>5.9</b>	<b>3.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>11</b>	<b>1148</b>	
NEW YORK (NEWARK)	AIR INDIA	S	26	0	0	15.4	19.2	38.5	15.4	3.8	0.0	3.8	3.8	0.0	0.0	0.0	22	84.6	7	26	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	118	0	0	0.8	32.2	39.8	15.3	6.8	2.5	0.8	1.7	0.0	0.0	0.0	14	72.5	16	120	
NEW YORK (NEWARK)	UNITED AIRLINES	S	298	0	3	8.0	38.9	30.6	7.6	7.0	3.3	2.3	1.3	0.0	0.0	1.0	16	79.9	15	354	
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	13.3	36.7	35.0	8.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.7	13	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>502</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>36.0</b>	<b>33.7</b>	<b>9.9</b>	<b>6.7</b>	<b>2.6</b>	<b>1.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>78.8</b>	<b>15</b>	<b>560</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	120	0	0	10.8	29.2	19.2	10.0	15.0	9.2	2.5	4.2	0.0	0.0	0.0	31	73.3	13	120	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	86	0	0	9.3	19.8	40.7	10.5	14.0	4.7	1.2	0.0	0.0	0.0	0.0	16	81.7	9	60
PHILADELPHIA INTERNATIONAL	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	8	56
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>25.2</b>	<b>28.2</b>	<b>10.2</b>	<b>14.6</b>	<b>7.3</b>	<b>1.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>77.5</b>	<b>11</b>	<b>236</b>
PHOENIX	BRITISH AIRWAYS PLC	S	86	0	0	8.1	18.6	45.3	11.6	9.3	4.7	2.3	0.0	0.0	0.0	0.0	16	64.7	19	85
<b>TOTAL PHOENIX</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>18.6</b>	<b>45.3</b>	<b>11.6</b>	<b>9.3</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.7</b>	<b>19</b>	<b>85</b>
PORTLAND (OREGON)	DELTA AIRLINES	S	35	0	0	17.1	40.0	31.4	2.9	2.9	2.9	2.9	0.0	0.0	0.0	0.0	10	94.1	4	34
<b>TOTAL PORTLAND (OREGON)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>40.0</b>	<b>31.4</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>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.1</b>	<b>4</b>	<b>34</b>
RALEIGH	AMERICAN AIRLINES	S	60	0	0	3.3	70.0	18.3	0.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	5	82.8	42	58
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>70.0</b>	<b>18.3</b>	<b>0.0</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>5</b>	<b>82.8</b>	<b>42</b>	<b>58</b>
SALT LAKE CITY	DELTA AIRLINES	S	60	0	0	5.0	60.0	21.7	3.3	8.3	0.0	0.0	0.0	1.7	0.0	0.0	26	78.3	13	60
<b>TOTAL SALT LAKE CITY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>60.0</b>	<b>21.7</b>	<b>3.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>78.3</b>	<b>13</b>	<b>60</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	60	0	0	18.3	16.7	46.7	13.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	9	85.0	6	60
<b>TOTAL SAN DIEGO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>16.7</b>	<b>46.7</b>	<b>13.3</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>0.0</b>	<b>9</b>	<b>85.0</b>	<b>6</b>	<b>60</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	9.2	35.0	32.5	13.3	3.3	5.0	0.0	0.8	0.8	0.0	0.0	16	84.2	9	120
SAN FRANCISCO	UNITED AIRLINES	S	120	0	0	13.3	39.2	30.8	8.3	4.2	3.3	0.0	0.8	0.0	0.0	0.0	10	70.0	19	120
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	10.0	30.8	45.0	5.8	3.3	4.2	0.0	0.8	0.0	0.0	0.0	12	74.8	18	103
<b>TOTAL SAN FRANCISCO</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>35.0</b>	<b>36.1</b>	<b>9.2</b>	<b>3.6</b>	<b>4.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.4</b>	<b>15</b>	<b>343</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	36	0	1	16.2	29.7	37.8	8.1	2.7	2.7	0.0	0.0	0.0	0.0	2.7	8	96.7	3	60
<b>TOTAL SAN JOSE</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>16.2</b>	<b>29.7</b>	<b>37.8</b>	<b>8.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>96.7</b>	<b>3</b>	<b>60</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	104	0	0	8.7	31.7	40.4	5.8	6.7	1.9	1.0	3.8	0.0	0.0	0.0	18	80.6	10	103
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	18.3	48.3	30.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2	59.3	18	54
<b>TOTAL SEATTLE (TACOMA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>37.8</b>	<b>36.6</b>	<b>4.3</b>	<b>4.9</b>	<b>1.2</b>	<b>0.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.2</b>	<b>13</b>	<b>157</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	120	0	0	12.5	18.3	38.3	15.0	6.7	5.0	3.3	0.0	0.8	0.0	0.0	21	77.5	40	120
WASHINGTON (DULLES)	UNITED AIRLINES	S	180	0	0	12.2	44.4	25.0	8.3	3.9	3.9	1.7	0.6	0.0	0.0	0.0	12	88.1	9	177
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	6.7	31.7	43.3	6.7	8.3	1.7	0.0	1.7	0.0	0.0	0.0	12	85.2	22	54
<b>TOTAL WASHINGTON (DULLES)</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>33.6</b>	<b>32.5</b>	<b>10.3</b>	<b>5.6</b>	<b>3.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.0</b>	<b>21</b>	<b>351</b>
<b>TOTAL USA</b>			<b>6170</b>	<b>0</b>	<b>27</b>	<b>10.1</b>	<b>33.4</b>	<b>34.0</b>	<b>9.5</b>	<b>6.8</b>	<b>3.5</b>	<b>1.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>80.1</b>	<b>14</b>	<b>6136</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	0	6.3	18.8	43.8	18.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	58.3	11	12
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</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>17</b>	<b>58.3</b>	<b>11</b>	<b>12</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</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>17</b>	<b>58.3</b>	<b>11</b>	<b>12</b>
<b>VIETNAM</b>																				
HANOI	VIETNAM AIRLINES	S	30	0	0	6.7	26.7	56.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	46.7	22	30

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HANOI</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>56.7</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>0.0</b>	<b>7</b>	<b>46.7</b>	<b>22</b>	<b>30</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	24	0	0	12.5	29.2	45.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	16	20
<b>TOTAL HO CHI MINH CITY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>29.2</b>	<b>45.8</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>6</b>	<b>60.0</b>	<b>16</b>	<b>20</b>
<b>TOTAL VIETNAM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>27.8</b>	<b>51.9</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>52.0</b>	<b>19</b>	<b>50</b>
<b>TOTAL HEATHROW</b>			<b>40095</b>	<b>0</b>	<b>301</b>	<b>8.1</b>	<b>32.0</b>	<b>36.5</b>	<b>11.3</b>	<b>7.3</b>	<b>3.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>77.5</b>	<b>13</b>	<b>40267</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	SIAVIA	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	12	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	106	0	0	11.3	34.0	24.5	7.5	11.3	7.5	1.9	1.9	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>34.0</b>	<b>24.5</b>	<b>7.5</b>	<b>11.3</b>	<b>7.5</b>	<b>1.9</b>	<b>1.9</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 IRISH REPUBLIC</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>34.0</b>	<b>24.5</b>	<b>7.5</b>	<b>11.3</b>	<b>7.5</b>	<b>1.9</b>	<b>1.9</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>SPAIN</b>																					
MAHON	BA CITYFLYER LTD	C	5	0	0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MAHON</b>			<b>5</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PALMA DE MALLORCA	BA CITYFLYER 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 PALMA DE MALLORCA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>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	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 STOCKHOLM (ARLANDA)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>																					
ZURICH	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	0	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL 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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	21	0	1	0.0	36.4	50.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	4.5	4	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>36.4</b>	<b>50.0</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	6	0	0	16.7	50.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
BIRMINGHAM	FLYBE LTD	S	68	0	0	0.0	19.1	54.4	11.8	8.8	1.5	1.5	1.5	1.5	0.0	0.0	23	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.6</b>	<b>54.3</b>	<b>11.4</b>	<b>8.6</b>	<b>2.9</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	29.4	41.2	14.7	14.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>41.2</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>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	LOGANAIR LTD	S	36	0	0	11.1	30.6	19.4	5.6	2.8	16.7	13.9	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>30.6</b>	<b>19.4</b>	<b>5.6</b>	<b>2.8</b>	<b>16.7</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	132	0	1	6.0	33.8	27.1	16.5	12.0	3.0	0.0	0.0	0.8	0.0	0.8	24	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>132</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>33.8</b>	<b>27.1</b>	<b>16.5</b>	<b>12.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	EASTERN AIRWAYS	S	22	0	0	9.1	54.5	18.2	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>54.5</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	108	0	2	12.7	62.7	10.9	3.6	0.9	2.7	2.7	1.8	0.0	0.0	1.8	13	0.0	0	0	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	216	0	2	1.4	54.1	38.5	2.8	0.0	2.3	0.0	0.0	0.0	0.0	0.9	4	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>324</b>	<b>0</b>	<b>4</b>	<b>5.2</b>	<b>57.0</b>	<b>29.3</b>	<b>3.0</b>	<b>0.3</b>	<b>2.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	BA CITYFLYER LTD	S	152	0	4	2.6	49.4	31.4	7.1	4.5	2.6	0.0	0.0	0.0	0.0	2.6	7	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>152</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>49.4</b>	<b>31.4</b>	<b>7.1</b>	<b>4.5</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	40	0	0	12.5	45.0	15.0	17.5	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL LUTON</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>45.0</b>	<b>15.0</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>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	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	15	0.0	0	0	
MANCHESTER	FLYBE LTD	S	284	0	2	1.4	34.3	45.5	10.8	4.2	1.7	0.7	0.3	0.3	0.0	0.7	11	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>287</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>33.9</b>	<b>45.3</b>	<b>11.4</b>	<b>4.2</b>	<b>1.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE	EASTERN AIRWAYS	S	8	0	0	0.0	25.0	50.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</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>0</b>	<b>0</b>	
NORWICH	LOGANAIR LTD	S	6	0	2	0.0	0.0	25.0	0.0	37.5	0.0	12.5	0.0	0.0	0.0	25.0	53	0.0	0	0	
<b>TOTAL NORWICH</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>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1138</b>	<b>0</b>	<b>14</b>	<b>3.9</b>	<b>42.0</b>	<b>34.5</b>	<b>8.8</b>	<b>4.7</b>	<b>3.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISLE OF MAN</b>			<b>1258</b>	<b>0</b>	<b>14</b>	<b>4.6</b>	<b>41.2</b>	<b>33.7</b>	<b>8.9</b>	<b>5.2</b>	<b>3.3</b>	<b>1.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
VIENNA	AUSTRIAN AIRLINES	C	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	100.0	5	5	
<b>TOTAL VIENNA</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>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>5</b>	<b>5</b>	
<b>TOTAL AUSTRIA</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>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>5</b>	<b>5</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	10	0	0	0.0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</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>	
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	0.0	0	0.0	87	1	
DRESDEN	SMALL PLANET AIRLINES GERMANY	C	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	92	0.0	0	0	
<b>TOTAL DRESDEN</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>92</b>	<b>0.0</b>	<b>87</b>	<b>1</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	18	0	0	0.0	38.9	16.7	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
DUSSELDORF	FLYBE LTD	C	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	42.9	23	6	
DUSSELDORF	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	84	1	
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	8	
<b>TOTAL DUSSELDORF</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>39.3</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.8</b>	<b>18</b>	<b>15</b>	
ERFURT	AUSTRIAN AIRLINES	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	14	1	
<b>TOTAL ERFURT</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>100.0</b>	<b>14</b>	<b>1</b>	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL HAMBURG</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>	
MUNICH	LUFTHANSA	S	10	0	0	0.0	10.0	0.0	0.0	20.0	50.0	10.0	10.0	0.0	0.0	0.0	89	87.5	9	8	
<b>TOTAL MUNICH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89</b>	<b>87.5</b>	<b>9</b>	<b>8</b>	
PADERBORN	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	81	0.0	0	0	
<b>TOTAL PADERBORN</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>81</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>29.6</b>	<b>18.5</b>	<b>7.4</b>	<b>22.2</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>73.1</b>	<b>17</b>	<b>25</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	STOBART AIR	S	38	0	0	0.0	15.8	39.5	18.4	15.8	10.5	0.0	0.0	0.0	0.0	0.0	22	69.0	12	42	
<b>TOTAL DUBLIN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.8</b>	<b>39.5</b>	<b>18.4</b>	<b>15.8</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>22</b>	<b>69.0</b>	<b>12</b>	<b>42</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.8</b>	<b>39.5</b>	<b>18.4</b>	<b>15.8</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>22</b>	<b>69.0</b>	<b>12</b>	<b>42</b>	
<b>ITALY</b>																					
VENICE	AIR BUCHAREST	C	0	0	0	0.0	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	
<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>0.0</b>	<b>33</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>33</b>	<b>1</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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	
<b>TOTAL LUXEMBOURG</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LUXEMBOURG NETHERLANDS</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>ROTTERDAM</b>	BLUE ISLANDS LIMITED	C	10	0	0	0.0	30.0	30.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>ROTTERDAM</b>	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	2	
<b>ROTTERDAM</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	100.0	13	1	
<b>TOTAL ROTTERDAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>33.3</b>	<b>61</b>	<b>3</b>	
<b>TOTAL NETHERLANDS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>33.3</b>	<b>61</b>	<b>3</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</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	100.0	6	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</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</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</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	100.0	4	1	
<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</b>	<b>100.0</b>	<b>4</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</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
<b>SPAIN</b>																				
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	7	0	0	0.0	0.0	28.6	0.0	28.6	14.3	28.6	0.0	0.0	0.0	67	0.0	0	0	
<b>PALMA DE MALLORCA</b>	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	50.0	12	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>50.0</b>	<b>12</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>44.4</b>	<b>12</b>	<b>8</b>	
<b>SWEDEN</b>																				
<b>VISBY</b>	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>VISBY</b>	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	50	1	
<b>TOTAL VISBY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>30</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</b>	<b>33.3</b>	<b>30</b>	<b>2</b>	
<b>SWITZERLAND</b>																				
<b>BALE MULHOUSE</b>	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	100.0	6	4	
<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</b>	<b>100.0</b>	<b>6</b>	<b>4</b>	
<b>BERNE</b>	SKY WORK AG	S	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	4	
<b>TOTAL BERNE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>ZURICH</b>	BLUE ISLANDS LIMITED	S	8	0	0	0.0	12.5	50.0	12.5	12.5	0.0	0.0	12.5	0.0	0.0	41	0.0	84	4	
<b>TOTAL ZURICH</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>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>84</b>	<b>4</b>	
<b>TOTAL SWITZERLAND</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.7</b>	<b>31</b>	<b>12</b>	
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	FLYBE LTD	S	10	0	0	20.0	0.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	14	62.5	10	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 ABERDEEN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>10</b>	<b>8</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	22	0	0	0.0	13.6	40.9	4.5	22.7	13.6	4.5	0.0	0.0	0.0	0.0	30	68.8	10	16	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>40.9</b>	<b>4.5</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>30</b>	<b>68.8</b>	<b>10</b>	<b>16</b>	
<b>BIRMINGHAM</b>	FLYBE LTD	S	138	0	4	0.7	19.7	39.4	16.2	8.5	9.2	2.8	0.7	0.0	0.0	2.8	25	39.9	32	163	
<b>TOTAL BIRMINGHAM</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>19.7</b>	<b>39.4</b>	<b>16.2</b>	<b>8.5</b>	<b>9.2</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>25</b>	<b>39.9</b>	<b>32</b>	<b>163</b>	
<b>BRISTOL</b>	BLUE ISLANDS LIMITED	S	71	0	0	4.2	42.3	38.0	5.6	5.6	4.2	0.0	0.0	0.0	0.0	0.0	10	90.0	6	70	
<b>TOTAL BRISTOL</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>42.3</b>	<b>38.0</b>	<b>5.6</b>	<b>5.6</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>88.7</b>	<b>6</b>	<b>70</b>	
<b>CARDIFF WALES</b>	FLYBE LTD	S	36	0	0	0.0	33.3	27.8	19.4	5.6	8.3	5.6	0.0	0.0	0.0	0.0	21	46.2	24	26	
<b>TOTAL CARDIFF WALES</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>19.4</b>	<b>5.6</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>46.2</b>	<b>24</b>	<b>26</b>	
<b>DONCASTER SHEFFIELD</b>	FLYBE LTD	S	60	0	0	0.0	28.3	41.7	20.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	56.7	19	60	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>41.7</b>	<b>20.0</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>12</b>	<b>56.7</b>	<b>19</b>	<b>60</b>	
<b>DURHAM TEES VALLEY</b>	FLYBE LTD	S	10	0	0	0.0	10.0	30.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	32	37.5	32	8	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</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>32</b>	<b>37.5</b>	<b>32</b>	<b>8</b>	
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	60	0	0	1.7	35.0	36.7	10.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	14	65.0	38	60	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>35.0</b>	<b>36.7</b>	<b>10.0</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>48.8</b>	<b>38</b>	<b>60</b>	
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	16.7	5.6	22.2	33.3	5.6	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>EDINBURGH</b>	FLYBE LTD	S	18	0	0	16.7	50.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	56.3	28	16	
<b>TOTAL EDINBURGH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>13.9</b>	<b>16.7</b>	<b>16.7</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>14</b>	<b>56.3</b>	<b>28</b>	<b>16</b>	
<b>EXETER</b>	FLYBE LTD	S	79	0	3	1.2	42.7	26.8	13.4	6.1	6.1	0.0	0.0	0.0	0.0	3.7	13	75.5	18	102	
<b>TOTAL EXETER</b>			<b>79</b>	<b>0</b>	<b>3</b>	<b>1.2</b>	<b>42.7</b>	<b>26.8</b>	<b>13.4</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>3.7</b>	<b>13</b>	<b>75.5</b>	<b>18</b>	<b>102</b>	
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	268	0	6	1.8	43.1	31.4	12.8	5.8	1.5	0.0	1.5	0.0	0.0	2.2	12	79.4	10	282	
<b>GATWICK</b>	EASTERN AIRWAYS	S	10	0	2	0.0	41.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	4	0.0	0	0	
<b>GATWICK</b>	EASYJET AIRLINE COMPANY LTD	S	182	0	2	3.8	34.2	39.1	9.2	2.2	6.5	2.7	1.1	0.0	0.0	1.1	18	55.3	23	190	
<b>GATWICK</b>	TITAN AIRWAYS LTD	S	12	0	0	8.3	33.3	41.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>472</b>	<b>0</b>	<b>10</b>	<b>2.7</b>	<b>39.4</b>	<b>34.6</b>	<b>11.0</b>	<b>4.6</b>	<b>3.3</b>	<b>1.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>69.7</b>	<b>15</b>	<b>472</b>	
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	38	0	0	0.0	28.9	36.8	21.1	7.9	5.3	0.0	0.0	0.0	0.0	0.0	15	38.1	21	42	
<b>GLASGOW</b>	FLYBE LTD	S	8	0	2	0.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	11	75.0	19	8	
<b>TOTAL GLASGOW</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>29.2</b>	<b>35.4</b>	<b>18.8</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>4.2</b>	<b>14</b>	<b>44.0</b>	<b>21</b>	<b>50</b>	
<b>GUERNSEY</b>	BLUE ISLANDS LIMITED	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>GUERNSEY</b>	BLUE ISLANDS LIMITED	S	265	0	6	1.8	52.0	33.6	6.3	1.1	3.0	0.0	0.0	0.0	0.0	2.2	6	74.9	11	270	
<b>GUERNSEY</b>	FLYBE LTD	S	49	0	1	6.0	34.0	22.0	16.0	12.0	4.0	4.0	0.0	0.0	0.0	2.0	20	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>315</b>	<b>0</b>	<b>7</b>	<b>2.5</b>	<b>49.4</b>	<b>31.7</b>	<b>7.8</b>	<b>2.8</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>8</b>	<b>74.9</b>	<b>11</b>	<b>270</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
HUMBERSIDE	FLYBE LTD	S	10	0	0	0.0	40.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	24	37.5	41	8
<b>TOTAL HUMBERSIDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</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>24</b>	<b>37.5</b>	<b>41</b>	<b>8</b>
INVERNESS	FLYBE LTD	S	10	0	0	0.0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	19	62.5	22	8
<b>TOTAL INVERNESS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>22</b>	<b>8</b>
LEEDS BRADFORD	JET2.COM LTD	S	26	0	0	0.0	53.8	30.8	0.0	11.5	3.8	0.0	0.0	0.0	0.0	0.0	10	92.3	5	26
<b>TOTAL LEEDS BRADFORD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>30.8</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>0.0</b>	<b>10</b>	<b>92.3</b>	<b>5</b>	<b>26</b>
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	86	0	0	3.5	52.3	22.1	9.3	9.3	2.3	0.0	1.2	0.0	0.0	0.0	12	67.5	17	80
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>52.3</b>	<b>22.1</b>	<b>9.3</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>67.5</b>	<b>17</b>	<b>80</b>
LONDON CITY	BLUE ISLANDS LIMITED	S	93	0	1	6.4	42.6	33.0	4.3	6.4	3.2	1.1	2.1	0.0	0.0	1.1	15	68.8	12	91
<b>TOTAL LONDON CITY</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>42.6</b>	<b>33.0</b>	<b>4.3</b>	<b>6.4</b>	<b>3.2</b>	<b>1.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>68.8</b>	<b>12</b>	<b>91</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	58	0	2	0.0	13.3	28.3	21.7	13.3	20.0	0.0	0.0	0.0	0.0	3.3	30	57.8	23	44
<b>TOTAL LUTON</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>13.3</b>	<b>28.3</b>	<b>21.7</b>	<b>13.3</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>30</b>	<b>57.8</b>	<b>23</b>	<b>44</b>
MANCHESTER	FLYBE LTD	S	68	0	2	1.4	18.6	34.3	14.3	8.6	17.1	2.9	0.0	0.0	0.0	2.9	28	63.2	21	76
<b>TOTAL MANCHESTER</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>18.6</b>	<b>34.3</b>	<b>14.3</b>	<b>8.6</b>	<b>17.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>28</b>	<b>63.2</b>	<b>21</b>	<b>76</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	11.8	50.0	26.5	2.9	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	92.9	3	28
<b>TOTAL NEWCASTLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>50.0</b>	<b>26.5</b>	<b>2.9</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>11</b>	<b>92.9</b>	<b>3</b>	<b>28</b>
NORWICH	FLYBE LTD	S	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	37.5	22	8
NORWICH	LOGANAIR LTD	S	44	0	0	6.8	52.3	18.2	4.5	4.5	4.5	0.0	9.1	0.0	0.0	0.0	27	97.1	5	34
<b>TOTAL NORWICH</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>48.1</b>	<b>24.1</b>	<b>7.4</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>85.7</b>	<b>8</b>	<b>42</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	171	0	1	5.2	50.0	32.0	5.8	2.9	3.5	0.0	0.0	0.0	0.0	0.6	7	83.1	9	171
SOUTHAMPTON	FLYBE LTD	S	112	0	4	0.0	37.9	33.6	6.9	7.8	10.3	0.0	0.0	0.0	0.0	3.4	15	72.7	18	128
<b>TOTAL SOUTHAMPTON</b>			<b>283</b>	<b>0</b>	<b>5</b>	<b>3.1</b>	<b>45.1</b>	<b>32.6</b>	<b>6.3</b>	<b>4.9</b>	<b>6.3</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>78.7</b>	<b>13</b>	<b>299</b>
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	28	0	0	21.4	14.3	21.4	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	19	79.4	22	34
<b>TOTAL SOUTHEND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>14.3</b>	<b>21.4</b>	<b>14.3</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>19</b>	<b>79.4</b>	<b>22</b>	<b>34</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2105</b>	<b>0</b>	<b>36</b>	<b>3.1</b>	<b>38.4</b>	<b>32.5</b>	<b>10.5</b>	<b>6.8</b>	<b>5.5</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>67.8</b>	<b>17</b>	<b>2057</b>
<b>TOTAL JERSEY</b>			<b>2242</b>	<b>0</b>	<b>36</b>	<b>2.9</b>	<b>37.3</b>	<b>32.7</b>	<b>10.8</b>	<b>7.1</b>	<b>6.0</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>67.7</b>	<b>17</b>	<b>2157</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	7	0	0	0.0	42.9	0.0	0.0	28.6	28.6	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</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>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5	
<b>TOTAL SALZBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>5</b>	
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</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>38</b>	<b>100.0</b>	<b>3</b>	<b>5</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	10	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8	
BURGAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>4</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM 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	7	72.2	11	18	
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</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>0.0</b>	<b>7</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
PULA	JET2.COM LTD	S	16	0	0	6.3	31.3	37.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	16	
<b>TOTAL PULA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>9</b>	<b>75.0</b>	<b>14</b>	<b>16</b>	
SPLIT	JET2.COM LTD	S	18	0	0	5.6	38.9	22.2	16.7	5.6	0.0	5.6	5.6	0.0	0.0	0.0	25	87.5	4	16	
<b>TOTAL SPLIT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.0</b>	<b>36.0</b>	<b>16.0</b>	<b>6.0</b>	<b>0.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.0</b>	<b>10</b>	<b>50</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	34	0	0	11.8	20.6	38.2	8.8	14.7	5.9	0.0	0.0	0.0	0.0	0.0	15	88.0	8	25	
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	15	17	
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>20.6</b>	<b>38.2</b>	<b>8.8</b>	<b>14.7</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>15</b>	<b>78.6</b>	<b>11</b>	<b>42</b>	
PAPHOS	JET2.COM LTD	S	36	0	0	22.2	19.4	27.8	16.7	11.1	2.8	0.0	0.0	0.0	0.0	0.0	12	70.8	12	24	
PAPHOS	TUI AIRWAYS LTD	C	7	0	1	0.0	25.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	12.5	33	55.6	18	9	
<b>TOTAL PAPHOS</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>18.2</b>	<b>20.5</b>	<b>22.7</b>	<b>13.6</b>	<b>20.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>66.7</b>	<b>14</b>	<b>33</b>	
<b>TOTAL CYPRUS</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>20.5</b>	<b>29.5</b>	<b>11.5</b>	<b>17.9</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>15</b>	<b>73.3</b>	<b>12</b>	<b>75</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	18.8	68.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	21	18	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</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>4</b>	<b>72.2</b>	<b>21</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>68.8</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>4</b>	<b>72.2</b>	<b>21</b>	<b>18</b>	
<b>FRANCE</b>																					
BERGERAC	JET2.COM 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	100.0	3	8	
<b>TOTAL BERGERAC</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>100.0</b>	<b>3</b>	<b>8</b>	
LA ROCHELLE	JET2.COM LTD	S	10	0	0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIMOGES	RYANAIR	S	18	0	0	0.0	11.1	44.4	16.7	5.6	16.7	5.6	0.0	0.0	0.0	0.0	30	94.4	5	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</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>30</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
NICE	JET2.COM LTD	S	28	0	0	10.7	28.6	39.3	10.7	3.6	0.0	0.0	7.1	0.0	0.0	0.0	21	88.5	7	26
<b>TOTAL NICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.6</b>	<b>39.3</b>	<b>10.7</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>21</b>	<b>88.5</b>	<b>7</b>	<b>26</b>
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	34	0	0	0.0	44.1	38.2	8.8	0.0	8.8	0.0	0.0	0.0	0.0	0.0	12	88.9	12	36
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.1</b>	<b>38.2</b>	<b>8.8</b>	<b>0.0</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>12</b>	<b>88.9</b>	<b>12</b>	<b>36</b>
PERPIGNAN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>33</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>33.0</b>	<b>37.0</b>	<b>11.0</b>	<b>2.0</b>	<b>6.0</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.0</b>	<b>9</b>	<b>90</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	JET2.COM LTD	S	18	0	0	16.7	22.2	38.9	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	100.0	2	18
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
BERLIN (TEGEL)	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	17	1
<b>TOTAL BERLIN (TEGEL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
DUSSELDORF	FLYBE LTD	S	50	0	0	8.0	58.0	24.0	2.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	5	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	86.5	6	52
<b>TOTAL DUSSELDORF</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>58.0</b>	<b>24.0</b>	<b>2.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.5</b>	<b>6</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>48.5</b>	<b>27.9</b>	<b>4.4</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>7</b>	<b>88.7</b>	<b>5</b>	<b>71</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	S	18	0	0	0.0	16.7	33.3	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	26	62.5	11	16
<b>TOTAL CHANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>62.5</b>	<b>11</b>	<b>16</b>
CORFU	JET2.COM LTD	S	18	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	62.5	14	8
CORFU	RYANAIR	S	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	22	8
CORFU	TUI AIRWAYS LTD	C	14	0	0	7.1	7.1	50.0	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	60.0	10	10
<b>TOTAL CORFU</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>20.0</b>	<b>40.0</b>	<b>27.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>53.8</b>	<b>15</b>	<b>26</b>
HERAKLION	JET2.COM LTD	S	35	0	0	17.1	11.4	45.7	5.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	11	26
<b>TOTAL HERAKLION</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>11.4</b>	<b>45.7</b>	<b>5.7</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>12</b>	<b>76.9</b>	<b>11</b>	<b>26</b>
KEFALLINIA	JET2.COM LTD	S	18	0	0	11.1	50.0	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	25.0	28	8
<b>TOTAL KEFALLINIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>25.0</b>	<b>28</b>	<b>8</b>
KOS	JET2.COM LTD	S	21	0	0	4.8	9.5	28.6	19.0	23.8	4.8	9.5	0.0	0.0	0.0	0.0	36	75.0	5	8
<b>TOTAL KOS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>9.5</b>	<b>28.6</b>	<b>19.0</b>	<b>23.8</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>36</b>	<b>75.0</b>	<b>5</b>	<b>8</b>
RHODES	JET2.COM LTD	S	26	0	0	7.7	11.5	38.5	7.7	23.1	11.5	0.0	0.0	0.0	0.0	0.0	26	94.1	3	17
RHODES	TUI AIRWAYS LTD	C	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	49	25.0	25	8
<b>TOTAL RHODES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>8.6</b>	<b>40.0</b>	<b>5.7</b>	<b>22.9</b>	<b>17.1</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>72.0</b>	<b>10</b>	<b>25</b>
SALONIKA	JET2.COM LTD	S	18	0	0	0.0	33.3	38.9	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	8
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</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>0.0</b>	<b>13</b>	<b>100.0</b>	<b>0</b>	<b>8</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
ZAKINTHOS	JET2.COM LTD	S	18	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	87.5	18	16
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>18</b>	<b>16</b>
<b>TOTAL GREECE</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>19.2</b>	<b>39.9</b>	<b>11.8</b>	<b>14.8</b>	<b>6.4</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>69.2</b>	<b>12</b>	<b>133</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	18	0	0	0.0	5.6	50.0	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	27	66.7	20	18
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>11.1</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>66.7</b>	<b>20</b>	<b>18</b>
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>11.1</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>66.7</b>	<b>20</b>	<b>18</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	AER LINGUS	S	110	0	0	5.5	48.2	30.9	5.5	5.5	3.6	0.0	0.0	0.9	0.0	0.0	12	87.5	6	112
DUBLIN	RYANAIR	S	120	0	0	0.0	22.5	45.0	12.5	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	81.7	9	120
<b>TOTAL DUBLIN</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>34.8</b>	<b>38.3</b>	<b>9.1</b>	<b>7.8</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.5</b>	<b>8</b>	<b>232</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>34.8</b>	<b>38.3</b>	<b>9.1</b>	<b>7.8</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>84.5</b>	<b>8</b>	<b>232</b>
<b>ITALY</b>																				
NAPLES	JET2.COM LTD	S	16	0	0	0.0	12.5	56.3	12.5	6.3	6.3	6.3	0.0	0.0	0.0	0.0	24	50.0	16	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	0.0	0	72.2	11	18
<b>TOTAL NAPLES</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>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>65.4</b>	<b>13</b>	<b>26</b>
PISA	JET2.COM LTD	S	18	0	0	0.0	0.0	27.8	44.4	22.2	0.0	5.6	0.0	0.0	0.0	0.0	30	93.8	4	16
PISA	RYANAIR	S	24	0	2	3.8	3.8	19.2	15.4	19.2	15.4	0.0	15.4	0.0	0.0	7.7	75	65.4	21	26
<b>TOTAL PISA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>2.3</b>	<b>22.7</b>	<b>27.3</b>	<b>20.5</b>	<b>9.1</b>	<b>2.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>55</b>	<b>76.2</b>	<b>14</b>	<b>42</b>
ROME (FIUMICINO)	JET2.COM LTD	S	16	0	0	12.5	37.5	25.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	9	77.8	6	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</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>0.0</b>	<b>9</b>	<b>77.8</b>	<b>6</b>	<b>18</b>
TREVISIO	RYANAIR	S	18	0	0	0.0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	5	16
<b>TOTAL TREVISIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>55.6</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>0.0</b>	<b>4</b>	<b>93.8</b>	<b>5</b>	<b>16</b>
VENICE	JET2.COM LTD	S	18	0	0	5.6	27.8	44.4	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	94.4	4	18
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</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>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	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	26	0.0	16	1
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>16</b>	<b>1</b>
<b>TOTAL ITALY</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>16.7</b>	<b>36.7</b>	<b>17.5</b>	<b>11.7</b>	<b>7.5</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>29</b>	<b>78.5</b>	<b>10</b>	<b>121</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	16	0	0	12.5	43.8	31.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	8	93.8	3	16
<b>TOTAL RIGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</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>0.0</b>	<b>8</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL LATVIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</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>0.0</b>	<b>8</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>LEBANON</b>																				
BEIRUT	SUNEXPRESS	C	0	0	0	0.0	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 BEIRUT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
<b>TOTAL LEBANON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.1	16	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>61.1</b>	<b>16</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>61.1</b>	<b>16</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	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	75.0	13	8	
MALTA	RYANAIR	S	18	0	0	0.0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>52.8</b>	<b>11.1</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>52.8</b>	<b>11.1</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	JET2.COM LTD	S	50	0	0	2.0	38.0	50.0	6.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	11	86.5	5	52	
AMSTERDAM	KLM	S	168	0	2	0.6	41.2	42.4	10.0	3.5	0.6	0.0	0.6	0.0	0.0	1.2	8	78.3	10	178	
AMSTERDAM	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	100.0	0	1	
<b>TOTAL AMSTERDAM</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>40.5</b>	<b>44.1</b>	<b>9.1</b>	<b>2.7</b>	<b>0.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>80.3</b>	<b>9</b>	<b>231</b>	
<b>TOTAL NETHERLANDS</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>40.5</b>	<b>44.1</b>	<b>9.1</b>	<b>2.7</b>	<b>0.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>80.3</b>	<b>9</b>	<b>231</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	34	0	0	5.9	38.2	41.2	2.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	13	85.3	10	34	
<b>TOTAL GDANSK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>41.2</b>	<b>2.9</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>13</b>	<b>85.3</b>	<b>10</b>	<b>34</b>	
KRAKOW	RYANAIR	S	34	0	0	2.9	14.7	32.4	8.8	26.5	11.8	0.0	0.0	2.9	0.0	0.0	37	76.5	9	34	
<b>TOTAL KRAKOW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>32.4</b>	<b>8.8</b>	<b>26.5</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>76.5</b>	<b>9</b>	<b>34</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	0	18.8	50.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	27	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>50.0</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>0.0</b>	<b>2</b>	<b>77.8</b>	<b>27</b>	<b>18</b>	
WROCLAW	RYANAIR	S	16	0	0	0.0	6.3	31.3	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</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>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>27.0</b>	<b>34.0</b>	<b>9.0</b>	<b>15.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>80.2</b>	<b>13</b>	<b>86</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	106	0	1	15.0	35.5	29.9	8.4	8.4	0.9	0.9	0.0	0.0	0.0	0.9	8	93.8	3	97	
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	73.8	18	42	
FARO	RYANAIR	S	42	0	0	2.4	26.2	59.5	7.1	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	90.9	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	10	
<b>TOTAL FARO</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>32.9</b>	<b>38.3</b>	<b>8.1</b>	<b>6.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>89.1</b>	<b>6</b>	<b>193</b>	
<b>TOTAL PORTUGAL</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>11.4</b>	<b>32.9</b>	<b>38.3</b>	<b>8.1</b>	<b>6.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>89.1</b>	<b>6</b>	<b>193</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	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	11	100.0	1	8	
<b>TOTAL FUNCHAL</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>11</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL PORTUGAL</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>11</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	18	0	0	0.0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	94.4	5	18	
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	114	0	0	15.8	23.7	36.0	10.5	8.8	4.4	0.9	0.0	0.0	0.0	0.0	13	78.9	11	114	
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	88.5	4	26	
ALICANTE	RYANAIR	S	60	0	0	3.3	16.7	50.0	13.3	6.7	6.7	3.3	0.0	0.0	0.0	0.0	19	73.3	13	60	
<b>TOTAL ALICANTE</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>21.3</b>	<b>40.8</b>	<b>11.5</b>	<b>8.0</b>	<b>5.2</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>78.5</b>	<b>11</b>	<b>200</b>	
ALMERIA	JET2.COM LTD	S	16	0	0	6.3	43.8	18.8	6.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	100.0	1	16	
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>18.8</b>	<b>6.3</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>24</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
BARCELONA	JET2.COM LTD	S	34	0	0	5.9	44.1	23.5	11.8	2.9	8.8	2.9	0.0	0.0	0.0	0.0	17	80.6	12	36	
BARCELONA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	17	25	
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>44.1</b>	<b>23.5</b>	<b>11.8</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>17</b>	<b>82.3</b>	<b>14</b>	<b>61</b>	
GIRONA	JET2.COM LTD	S	26	0	0	19.2	23.1	46.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	12	18	
GIRONA	RYANAIR	S	18	0	0	0.0	22.2	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	12	18	
<b>TOTAL GIRONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>22.7</b>	<b>40.9</b>	<b>15.9</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>80.6</b>	<b>12</b>	<b>36</b>	
IBIZA	JET2.COM LTD	S	60	0	0	11.7	23.3	38.3	8.3	8.3	8.3	1.7	0.0	0.0	0.0	0.0	16	84.6	9	52	
IBIZA	RYANAIR	S	16	0	0	0.0	25.0	50.0	6.3	6.3	0.0	6.3	6.3	0.0	0.0	0.0	36	72.2	58	18	
IBIZA	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	8	
<b>TOTAL IBIZA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>23.8</b>	<b>40.5</b>	<b>8.3</b>	<b>8.3</b>	<b>6.0</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.3</b>	<b>20</b>	<b>78</b>	
MAHON	JET2.COM LTD	S	36	0	0	5.6	22.2	47.2	13.9	8.3	0.0	0.0	2.8	0.0	0.0	0.0	15	85.3	9	34	
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	94.4	4	18	
MAHON	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	50.0	0.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	37	80.0	11	10	
<b>TOTAL MAHON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>17.4</b>	<b>47.8</b>	<b>10.9</b>	<b>10.9</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.1</b>	<b>8</b>	<b>62</b>	
MALAGA	JET2.COM LTD	S	112	0	0	6.3	27.7	34.8	17.0	8.9	4.5	0.0	0.0	0.9	0.0	0.0	26	87.5	8	104	
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	96.2	4	26	
MALAGA	RYANAIR	S	68	0	0	0.0	20.6	48.5	11.8	11.8	4.4	0.0	2.9	0.0	0.0	0.0	22	80.9	12	68	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>24.5</b>	<b>41.0</b>	<b>14.4</b>	<b>9.6</b>	<b>4.3</b>	<b>1.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.4</b>	<b>9</b>	<b>198</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	26	0	0	3.8	38.5	38.5	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	96.2	2	26	
MURCIA SAN JAVIER	RYANAIR	S	18	0	0	5.6	16.7	44.4	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	83.3	7	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.5</b>	<b>40.9</b>	<b>11.4</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>12</b>	<b>90.9</b>	<b>4</b>	<b>44</b>	
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	0.0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	50	0.0	0	0	
PALMA DE MALLORCA	AIR ONE	C	8	0	0	37.5	0.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
PALMA DE MALLORCA	JET2.COM LTD	S	124	0	0	4.0	25.8	41.9	13.7	8.1	6.5	0.0	0.0	0.0	0.0	0.0	14	88.5	8	104	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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	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	69.2	13	26	
PALMA DE MALLORCA	RYANAIR	S	50	0	0	0.0	0.0	40.0	22.0	22.0	16.0	0.0	0.0	0.0	0.0	0.0	30	48.0	27	50	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	34	0	0	0.0	14.7	52.9	11.8	8.8	5.9	0.0	5.9	0.0	0.0	0.0	28	83.3	6	41	
<b>TOTAL PALMA DE MALLORCA</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>16.5</b>	<b>41.5</b>	<b>16.1</b>	<b>12.5</b>	<b>8.5</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.1</b>	<b>12</b>	<b>221</b>	
REUS	JET2.COM LTD	S	28	0	0	7.1	28.6	53.6	3.6	3.6	0.0	0.0	3.6	0.0	0.0	0.0	14	92.3	5	26	
<b>TOTAL REUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>53.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>882</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>22.8</b>	<b>40.7</b>	<b>12.8</b>	<b>9.4</b>	<b>5.9</b>	<b>1.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.2</b>	<b>11</b>	<b>942</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	44	0	0	20.5	27.3	25.0	4.5	15.9	4.5	2.3	0.0	0.0	0.0	0.0	18	88.6	3	33	
ARRECIFE	RYANAIR	S	24	0	2	15.4	42.3	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	100.0	2	26	
<b>TOTAL ARRECIFE</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>18.6</b>	<b>32.9</b>	<b>28.6</b>	<b>2.9</b>	<b>10.0</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>12</b>	<b>93.4</b>	<b>3</b>	<b>59</b>	
FUERTEVENTURA	JET2.COM LTD	S	17	0	0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	14	17	
FUERTEVENTURA	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	3	100.0	2	18	
<b>TOTAL FUERTEVENTURA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>40.0</b>	<b>34.3</b>	<b>11.4</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>4</b>	<b>91.4</b>	<b>8</b>	<b>35</b>	
LAS PALMAS	JET2.COM LTD	S	34	0	0	17.6	32.4	29.4	8.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	97.1	1	34	
LAS PALMAS	RYANAIR	S	16	0	0	0.0	6.3	43.8	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	20	88.9	10	18	
<b>TOTAL LAS PALMAS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>24.0</b>	<b>34.0</b>	<b>16.0</b>	<b>12.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.2</b>	<b>4</b>	<b>52</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	52	0	0	30.8	28.8	26.9	7.7	5.8	0.0	0.0	0.0	0.0	0.0	0.0	5	81.5	7	51	
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	64.7	13	17	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	15.4	30.8	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	4	24	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	37.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	32	87.5	5	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>24.4</b>	<b>29.1</b>	<b>34.9</b>	<b>5.8</b>	<b>3.5</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.6</b>	<b>7</b>	<b>100</b>	
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>239</b>	<b>0</b>	<b>2</b>	<b>18.3</b>	<b>30.7</b>	<b>32.8</b>	<b>7.9</b>	<b>7.1</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>88.1</b>	<b>6</b>	<b>246</b>	
ANTALYA	JET2.COM LTD	S	27	0	0	7.4	25.9	37.0	3.7	18.5	7.4	0.0	0.0	0.0	0.0	0.0	18	94.1	86	17	
ANTALYA	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	31.3	50.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>27.9</b>	<b>41.9</b>	<b>4.7</b>	<b>16.3</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>15</b>	<b>94.1</b>	<b>86</b>	<b>17</b>	
BODRUM (MILAS)	JET2.COM LTD	S	8	0	0	25.0	12.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	17	10	
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</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>8</b>	<b>70.0</b>	<b>17</b>	<b>10</b>	
DALAMAN	JET2.COM LTD	S	22	0	0	9.1	22.7	22.7	0.0	36.4	9.1	0.0	0.0	0.0	0.0	0.0	29	70.6	9	17	
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	95.8	4	24	
DALAMAN	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	16.7	22.2	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>18.8</b>	<b>20.8</b>	<b>14.6</b>	<b>25.0</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>30</b>	<b>85.4</b>	<b>6</b>	<b>41</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 TURKEY</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>22.2</b>	<b>31.3</b>	<b>10.1</b>	<b>20.2</b>	<b>7.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.3</b>	<b>28</b>	<b>68</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASTERN AIRWAYS	S	4	0	110	0.0	0.0	0.9	0.0	1.8	0.9	0.0	0.0	0.0	0.0	96.5	41	63.8	20	129
<b>TOTAL ABERDEEN</b>			<b>4</b>	<b>0</b>	<b>110</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96.5</b>	<b>41</b>	<b>63.8</b>	<b>20</b>	<b>129</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	230	0	6	0.8	50.0	29.2	5.9	6.8	2.5	2.1	0.0	0.0	0.0	2.5	11	89.7	6	234
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>230</b>	<b>0</b>	<b>6</b>	<b>0.8</b>	<b>50.0</b>	<b>29.2</b>	<b>5.9</b>	<b>6.8</b>	<b>2.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>11</b>	<b>89.7</b>	<b>6</b>	<b>234</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	50.0	20	2
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>20</b>	<b>2</b>
GLASGOW	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	16	70
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.2</b>	<b>16</b>	<b>70</b>
GUERNSEY	AURIGNY AIR SERVICES	S	26	0	0	3.8	42.3	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	77.3	9	40
<b>TOTAL GUERNSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>38.5</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>0.0</b>	<b>8</b>	<b>77.3</b>	<b>9</b>	<b>40</b>
HEATHROW	BRITISH AIRWAYS PLC	S	84	0	2	1.2	43.0	39.5	9.3	4.7	0.0	0.0	0.0	0.0	0.0	2.3	6	82.7	10	162
<b>TOTAL HEATHROW</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>43.0</b>	<b>39.5</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>6</b>	<b>82.7</b>	<b>10</b>	<b>162</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	100.0	8	2
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
JERSEY	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	13	1
JERSEY	JET2.COM LTD	S	26	0	0	0.0	53.8	34.6	0.0	7.7	3.8	0.0	0.0	0.0	0.0	0.0	8	100.0	1	26
<b>TOTAL JERSEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>34.6</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>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>27</b>
LONDON CITY	FLYBE 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 LONDON CITY</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>
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	0.0	66	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>66</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	34	0	0	5.9	23.5	44.1	8.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	83.3	8	42
<b>TOTAL NEWQUAY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>44.1</b>	<b>8.8</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>15</b>	<b>83.3</b>	<b>8</b>	<b>42</b>
NORWICH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
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	35	1
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>2</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	85	0	72	18.5	6.4	18.5	5.1	3.2	1.3	0.6	0.6	0.0	0.0	45.9	12	67.5	19	152
<b>TOTAL SOUTHAMPTON</b>			<b>85</b>	<b>0</b>	<b>72</b>	<b>18.5</b>	<b>6.4</b>	<b>18.5</b>	<b>5.1</b>	<b>3.2</b>	<b>1.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>45.9</b>	<b>12</b>	<b>67.5</b>	<b>19</b>	<b>152</b>
<b>TOTAL UNITED KINGDOM</b>			<b>490</b>	<b>0</b>	<b>190</b>	<b>5.3</b>	<b>29.1</b>	<b>24.6</b>	<b>4.9</b>	<b>5.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>27.9</b>	<b>10</b>	<b>78.6</b>	<b>12</b>	<b>863</b>
<b>Unknown</b>																				
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	71.4	20	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>71.4</b>	<b>20</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>71.4</b>	<b>20</b>	<b>7</b>



**TOTAL LEEDS BRADFORD**

**3177    0    198    6.7   27.7   35.8   9.9   8.4   4.1   0.9   0.5   0.1   0.0   5.9   15   81.6   10   3544**

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
SOFIA	RYANAIR	S	18	0	0	0.0	27.8	27.8	11.1	5.6	27.8	0.0	0.0	0.0	0.0	0.0	31	66.7	12	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</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>31</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</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>31</b>	<b>66.7</b>	<b>12</b>	<b>18</b>	
<b>CROATIA</b>																					
PULA	SIAVIA	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL PULA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
RIJEKA	SIAVIA	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		
<b>TOTAL RIJEKA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ZAGREB	MERIDIANA AIR	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
<b>TOTAL ZAGREB</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CROATIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>CYPRUS</b>																					
LARNACA	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	50.0	14	2		
LARNACA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	44.4	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	62.5	14	16		
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</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>61.1</b>	<b>14</b>	<b>18</b>		
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>44.4</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>61.1</b>	<b>14</b>	<b>18</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	34	0	0	0.0	2.9	23.5	23.5	29.4	17.6	2.9	0.0	0.0	0.0	39	67.6	12	34		
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>23.5</b>	<b>23.5</b>	<b>29.4</b>	<b>17.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>67.6</b>	<b>12</b>	<b>34</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>23.5</b>	<b>23.5</b>	<b>29.4</b>	<b>17.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>67.6</b>	<b>12</b>	<b>34</b>		
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	18	0	0	0.0	16.7	44.4	27.8	0.0	11.1	0.0	0.0	0.0	0.0	17	75.0	20	16		
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</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>17</b>	<b>75.0</b>	<b>20</b>	<b>16</b>		
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	26	0	1	3.7	33.3	37.0	0.0	18.5	3.7	0.0	0.0	0.0	3.7	13	81.8	10	22		
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>33.3</b>	<b>37.0</b>	<b>0.0</b>	<b>18.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>13</b>	<b>81.8</b>	<b>10</b>	<b>22</b>		
NANTES	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	9	4		
<b>TOTAL NANTES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>9</b>	<b>4</b>		
NICE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	30.0	30.0	13.3	16.7	8.3	0.0	1.7	0.0	0.0	22	85.3	8	68		
<b>TOTAL NICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>13.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.3</b>	<b>8</b>	<b>68</b>		
NIMES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18		
<b>TOTAL NIMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>18</b>		
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	55	0	2	0.0	28.1	22.8	15.8	26.3	1.8	0.0	1.8	0.0	0.0	3.5	23	70.8	11	48	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>55</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>28.1</b>	<b>22.8</b>	<b>15.8</b>	<b>26.3</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>23</b>	<b>70.8</b>	<b>11</b>	<b>48</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL PERPIGNAN</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>	
<b>TOTAL FRANCE</b>			<b>165</b>	<b>0</b>	<b>3</b>	<b>0.6</b>	<b>29.8</b>	<b>29.8</b>	<b>13.7</b>	<b>17.9</b>	<b>5.4</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>20</b>	<b>81.3</b>	<b>9</b>	<b>176</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	38	0	3	17.1	24.4	29.3	12.2	4.9	4.9	0.0	0.0	0.0	0.0	7.3	12	81.0	25	40	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>38</b>	<b>0</b>	<b>3</b>	<b>17.1</b>	<b>24.4</b>	<b>29.3</b>	<b>12.2</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>12</b>	<b>81.0</b>	<b>25</b>	<b>40</b>	
HAMBURG	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
<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>100.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL GERMANY</b>			<b>38</b>	<b>0</b>	<b>3</b>	<b>17.1</b>	<b>24.4</b>	<b>29.3</b>	<b>12.2</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>12</b>	<b>82.6</b>	<b>23</b>	<b>44</b>	
<b>GREECE</b>																					
MIKONOS	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	9	0.0	0	0	
<b>TOTAL MIKONOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	EASYJET AIRLINE COMPANY LTD	S	17	0	0	5.9	17.6	17.6	29.4	17.6	5.9	5.9	0.0	0.0	0.0	0.0	30	50.0	28	16	
RHODES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	22	16	
<b>TOTAL RHODES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>17.6</b>	<b>29.4</b>	<b>17.6</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>30</b>	<b>56.3</b>	<b>25</b>	<b>32</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	43.8	43.8	0.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	16	100.0	2	18	
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>0.0</b>	<b>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>16</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
<b>TOTAL GREECE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>32.4</b>	<b>14.7</b>	<b>8.8</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>22</b>	<b>72.0</b>	<b>17</b>	<b>50</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	26	0	0	0.0	11.5	23.1	15.4	38.5	11.5	0.0	0.0	0.0	0.0	0.0	31	76.9	10	26	
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>23.1</b>	<b>15.4</b>	<b>38.5</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>31</b>	<b>76.9</b>	<b>10</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>23.1</b>	<b>15.4</b>	<b>38.5</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>31</b>	<b>76.9</b>	<b>10</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	34	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	34	
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.6</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>34</b>	
DUBLIN	RYANAIR	S	206	0	0	1.0	20.4	38.3	11.7	16.5	9.7	1.9	0.5	0.0	0.0	0.0	23	80.3	8	198	
DUBLIN	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	
<b>TOTAL DUBLIN</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>20.4</b>	<b>38.3</b>	<b>11.7</b>	<b>16.5</b>	<b>9.7</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>79.9</b>	<b>8</b>	<b>199</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	2.3	25.0	40.9	25.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	11	90.5	4	42	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>40.9</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>11</b>	<b>90.5</b>	<b>4</b>	<b>42</b>	
SHANNON	RYANAIR	S	26	0	0	11.5	46.2	30.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>30.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>28.7</b>	<b>37.1</b>	<b>11.6</b>	<b>12.6</b>	<b>6.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.0</b>	<b>7</b>	<b>275</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>ITALY</b>																					
BARI (PALESE)	RYANAIR	S	18	0	0	0.0	16.7	55.6	11.1	11.1	0.0	0.0	5.6	0.0	0.0	0.0	22	100.0	3	16	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>3</b>	<b>16</b>	
BERGAMO	BLUE AIR TRANSPORT AERIAN	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	5	97.1	1	34	
<b>TOTAL BERGAMO</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>5</b>	<b>97.1</b>	<b>1</b>	<b>34</b>	
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	26	0	0	0.0	0.0	11.5	30.8	23.1	23.1	7.7	3.8	0.0	0.0	0.0	56	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.8</b>	<b>29.6</b>	<b>22.2</b>	<b>22.2</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	50.0	38.9	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	90.0	3	20	
<b>TOTAL NAPLES</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>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>90.0</b>	<b>3</b>	<b>20</b>	
PISA	RYANAIR	S	18	0	0	16.7	33.3	11.1	11.1	11.1	16.7	0.0	0.0	0.0	0.0	0.0	20	100.0	1	18	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</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>20</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	34	0	0	0.0	23.5	35.3	20.6	11.8	8.8	0.0	0.0	0.0	0.0	0.0	18	91.7	4	60	
<b>TOTAL ROME (FIUMICINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>35.3</b>	<b>20.6</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>18</b>	<b>91.7</b>	<b>4</b>	<b>60</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	44.4	22.2	0.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>27.8</b>	<b>31.1</b>	<b>14.6</b>	<b>11.9</b>	<b>9.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>94.6</b>	<b>3</b>	<b>148</b>	
<b>LATVIA</b>																					
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	70.6	18	17	
<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>70.6</b>	<b>18</b>	<b>17</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>70.6</b>	<b>18</b>	<b>17</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	18	0	0	0.0	16.7	77.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	16	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>16</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	0.0	22.2	44.4	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	15	77.8	10	18	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>15</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>15</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	S	18	0	0	0.0	27.8	61.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	94.4	4	18	
<b>TOTAL MARRAKESH</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>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL MOROCCO</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>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	100	0	2	1.0	57.8	24.5	2.9	6.9	2.9	0.0	2.0	0.0	0.0	2.0	12	89.5	6	114	
<b>TOTAL AMSTERDAM</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>57.8</b>	<b>24.5</b>	<b>2.9</b>	<b>6.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>89.5</b>	<b>6</b>	<b>114</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 NETHERLANDS</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>57.8</b>	<b>24.5</b>	<b>2.9</b>	<b>6.9</b>	<b>2.9</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>89.5</b>	<b>6</b>	<b>114</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	28	0	0	0.0	21.4	28.6	21.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	19	58.8	20	34	
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>28.6</b>	<b>21.4</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>19</b>	<b>58.8</b>	<b>20</b>	<b>34</b>	
<b>KATOWICE</b>	WIZZ AIR	S	22	0	0	4.5	36.4	50.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	13	20	
<b>TOTAL KATOWICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>36.4</b>	<b>50.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>13</b>	<b>20</b>	
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	57.7	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	96.2	1	26	
<b>KRAKOW</b>	RYANAIR	S	26	0	0	0.0	23.1	46.2	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	18	88.5	5	26	
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>40.4</b>	<b>34.6</b>	<b>9.6</b>	<b>9.6</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>12</b>	<b>92.3</b>	<b>3</b>	<b>52</b>	
<b>LUBLIN (PORT LOTNICZY)</b>	WIZZ AIR	S	10	0	0	0.0	10.0	40.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	33	68.8	15	16	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>10.0</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>33</b>	<b>68.8</b>	<b>15</b>	<b>16</b>	
<b>POZNAN</b>	RYANAIR	S	18	0	0	0.0	22.2	50.0	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	56.3	23	16	
<b>TOTAL POZNAN</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>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>56.3</b>	<b>23</b>	<b>16</b>	
<b>SZCZECIN (GOLENOW)</b>	RYANAIR	S	16	0	0	0.0	25.0	37.5	6.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	21	72.2	11	18	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>6.3</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>21</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	26	0	0	0.0	23.1	26.9	15.4	11.5	15.4	7.7	0.0	0.0	0.0	0.0	31	73.1	13	26	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>15.4</b>	<b>11.5</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>31</b>	<b>73.1</b>	<b>13</b>	<b>26</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	34	0	0	0.0	35.3	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	16	34	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>58.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.5</b>	<b>16</b>	<b>34</b>	
<b>WROCLAW</b>	RYANAIR	S	24	0	0	4.2	20.8	33.3	12.5	16.7	4.2	8.3	0.0	0.0	0.0	0.0	24	84.6	8	26	
<b>TOTAL WROCLAW</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>20.8</b>	<b>33.3</b>	<b>12.5</b>	<b>16.7</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>24</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
<b>TOTAL POLAND</b>			<b>230</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>29.1</b>	<b>39.6</b>	<b>10.9</b>	<b>11.7</b>	<b>5.7</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>76.0</b>	<b>12</b>	<b>242</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	69	0	2	7.0	53.5	21.1	11.3	2.8	1.4	0.0	0.0	0.0	0.0	2.8	6	85.3	8	68	
<b>FARO</b>	RYANAIR	S	61	0	0	3.3	39.3	44.3	4.9	8.2	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	3	60	
<b>TOTAL FARO</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>47.0</b>	<b>31.8</b>	<b>8.3</b>	<b>5.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>6</b>	<b>89.8</b>	<b>6</b>	<b>128</b>	
<b>LISBON</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	38.2	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	7	34	
<b>TOTAL LISBON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>38.2</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>5</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	18	0	0	0.0	33.3	33.3	0.0	16.7	5.6	11.1	0.0	0.0	0.0	0.0	29	77.8	19	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</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>29</b>	<b>77.8</b>	<b>19</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>182</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>44.0</b>	<b>34.8</b>	<b>8.2</b>	<b>5.4</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>8</b>	<b>87.2</b>	<b>7</b>	<b>180</b>	
<b>ROMANIA</b>																					
<b>BACAU</b>	BLUE AIR TRANSPORT AERIAN	S	18	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>BUCHAREST (OTOPENI)</b>	BLUE AIR TRANSPORT AERIAN	S	30	0	0	13.3	23.3	40.0	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.2	4	34	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>23.3</b>	<b>40.0</b>	<b>13.3</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>9</b>	<b>88.2</b>	<b>4</b>	<b>34</b>	
<b>CLUJ NAPOCA</b>	BLUE AIR TRANSPORT AERIAN	S	18	0	0	5.6	27.8	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	16	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
<b>CRAIOVA</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	72.7	12	22	
<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>72.7</b>	<b>12</b>	<b>22</b>	
<b>TOTAL ROMANIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>31.8</b>	<b>36.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.6</b>	<b>5</b>	<b>88</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	BLUE AIR TRANSPORT AERIAN	S	36	0	0	8.3	30.6	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	26	
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	61	0	0	1.6	29.5	39.3	11.5	13.1	1.6	0.0	3.3	0.0	0.0	0.0	22	78.3	7	60	
<b>ALICANTE</b>	RYANAIR	S	76	0	0	1.3	18.4	51.3	15.8	11.8	1.3	0.0	0.0	0.0	0.0	0.0	12	84.6	6	78	
<b>TOTAL ALICANTE</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>24.9</b>	<b>45.7</b>	<b>13.3</b>	<b>11.0</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.8</b>	<b>6</b>	<b>164</b>	
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	100	0	0	1.0	61.0	23.0	6.0	5.0	3.0	0.0	0.0	1.0	0.0	0.0	11	81.5	10	92	
<b>BARCELONA</b>	RYANAIR	S	60	0	0	3.3	23.3	48.3	15.0	8.3	0.0	1.7	0.0	0.0	0.0	0.0	11	65.0	23	60	
<b>TOTAL BARCELONA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>46.9</b>	<b>32.5</b>	<b>9.4</b>	<b>6.3</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>15</b>	<b>152</b>	
<b>GIRONA</b>	RYANAIR	S	16	0	0	0.0	0.0	68.8	6.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	93.8	6	16	
<b>TOTAL GIRONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>68.8</b>	<b>6.3</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>14</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
<b>IBIZA</b>	RYANAIR	S	26	0	0	3.8	38.5	30.8	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11	96.2	2	26	
<b>IBIZA</b>	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	10	75.0	9	8	
<b>TOTAL IBIZA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>38.2</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>11</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
<b>MADRID</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	29.4	41.2	17.6	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	74.1	19	56	
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>41.2</b>	<b>17.6</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>11</b>	<b>74.1</b>	<b>19</b>	<b>56</b>	
<b>MAHON</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	5	4	
<b>TOTAL MAHON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
<b>MALAGA</b>	BLUE AIR TRANSPORT AERIAN	S	16	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	0.0	0	0	
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	63	0	0	14.3	66.7	11.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	95.0	3	60	
<b>MALAGA</b>	RYANAIR	S	96	0	0	6.3	36.5	43.8	8.3	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6	87.2	5	94	
<b>TOTAL MALAGA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>47.4</b>	<b>31.4</b>	<b>6.3</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>5</b>	<b>90.3</b>	<b>4</b>	<b>154</b>	
<b>PALMA DE MALLORCA</b>	AIR ONE	C	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	0.0	0	0	
<b>PALMA DE MALLORCA</b>	BLUE AIR TRANSPORT AERIAN	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	7	0.0	0	0	
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	5.0	49.2	20.0	6.7	8.3	7.5	3.3	0.0	0.0	0.0	0.0	17	81.5	10	119	
<b>PALMA DE MALLORCA</b>	RYANAIR	S	60	0	0	5.0	18.3	45.0	13.3	6.7	11.7	0.0	0.0	0.0	0.0	0.0	16	88.3	9	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	12	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>38.3</b>	<b>29.1</b>	<b>9.2</b>	<b>7.3</b>	<b>7.8</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>82.6</b>	<b>10</b>	<b>195</b>
REUS	RYANAIR	S	16	0	0	0.0	6.3	68.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	81.3	9	16
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>68.8</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>0.0</b>	<b>11</b>	<b>81.3</b>	<b>9</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>814</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>37.1</b>	<b>36.2</b>	<b>10.1</b>	<b>7.6</b>	<b>3.1</b>	<b>0.6</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.1</b>	<b>9</b>	<b>791</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	17	0	0	5.9	23.5	52.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	88.2	3	17
ARRECIFE	RYANAIR	S	16	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	16
<b>TOTAL ARRECIFE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>24.2</b>	<b>57.6</b>	<b>12.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.9</b>	<b>2</b>	<b>33</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	9	0	0	11.1	22.2	11.1	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	38	70.0	31	10
FUERTEVENTURA	RYANAIR	S	16	0	0	6.3	12.5	50.0	6.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	94.4	11	18
<b>TOTAL FUERTEVENTURA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>16.0</b>	<b>36.0</b>	<b>4.0</b>	<b>24.0</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>85.7</b>	<b>18</b>	<b>28</b>
LAS PALMAS	RYANAIR	S	18	0	0	11.1	22.2	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	16
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	26.9	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	2	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>26.9</b>	<b>53.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.2</b>	<b>2</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>22.5</b>	<b>50.0</b>	<b>8.8</b>	<b>7.8</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>10</b>	<b>93.2</b>	<b>6</b>	<b>103</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	0.0	41.3	39.1	6.5	10.9	2.2	0.0	0.0	0.0	0.0	0.0	9	75.0	20	40
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	20	1
<b>TOTAL GENEVA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.3</b>	<b>39.1</b>	<b>6.5</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.2</b>	<b>20</b>	<b>41</b>
<b>TOTAL SWITZERLAND</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.3</b>	<b>39.1</b>	<b>6.5</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.2</b>	<b>20</b>	<b>41</b>
<b>TURKEY</b>																				
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	62.5	11	8
<b>TOTAL BODRUM (MILAS)</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>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>22</b>	<b>62.5</b>	<b>11</b>	<b>8</b>
<b>TOTAL TURKEY</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>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>22</b>	<b>62.5</b>	<b>11</b>	<b>8</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	52	0	0	0.0	53.8	34.6	0.0	0.0	3.8	7.7	0.0	0.0	0.0	0.0	17	76.7	17	60
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>34.6</b>	<b>0.0</b>	<b>0.0</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>17</b>	<b>76.7</b>	<b>17</b>	<b>60</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	268	0	4	1.1	61.4	22.4	3.7	4.8	1.8	2.2	1.1	0.0	0.0	1.5	11	88.9	9	251

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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 BELFAST INTERNATIONAL</b>			<b>268</b>	<b>0</b>	<b>4</b>	<b>1.1</b>	<b>61.4</b>	<b>22.4</b>	<b>3.7</b>	<b>4.8</b>	<b>1.8</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>88.9</b>	<b>9</b>	<b>251</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
<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>1</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	26	0	0	0.0	34.6	30.8	15.4	15.4	3.8	0.0	0.0	0.0	0.0	0.0	13	62.5	16	16
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>30.8</b>	<b>15.4</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>13</b>	<b>62.5</b>	<b>16</b>	<b>16</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	108	0	1	13.8	67.0	5.5	4.6	0.9	3.7	1.8	1.8	0.0	0.0	0.9	12	86.0	4	85
ISLE OF MAN	FLYBE LTD	S	217	0	1	4.1	43.6	45.9	3.7	0.0	2.3	0.0	0.0	0.0	0.0	0.5	4	79.4	11	217
<b>TOTAL ISLE OF MAN</b>			<b>325</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>51.4</b>	<b>32.4</b>	<b>4.0</b>	<b>0.3</b>	<b>2.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>81.3</b>	<b>9</b>	<b>302</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	86	0	0	4.7	41.9	25.6	14.0	10.5	2.3	0.0	1.2	0.0	0.0	0.0	13	69.5	15	82
<b>TOTAL JERSEY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>41.9</b>	<b>25.6</b>	<b>14.0</b>	<b>10.5</b>	<b>2.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.5</b>	<b>15</b>	<b>82</b>
LUTON	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	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	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	39	0.0	0	0
MANCHESTER	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL MANCHESTER</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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE 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	10	100.0	0	8
<b>TOTAL NEWQUAY</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>10</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>770</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>53.1</b>	<b>28.2</b>	<b>5.4</b>	<b>3.7</b>	<b>2.4</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>82.0</b>	<b>10</b>	<b>720</b>
<b>TOTAL LIVERPOOL (JOHN</b>			<b>3170</b>	<b>0</b>	<b>16</b>	<b>3.8</b>	<b>38.3</b>	<b>34.1</b>	<b>9.3</b>	<b>8.4</b>	<b>4.1</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>83.0</b>	<b>9</b>	<b>3145</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>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	95.6	3	158	
ANTWERP	TYROLEAN AIRWAYS	S	134	0	0	0.7	62.7	26.1	5.2	3.7	1.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>62.7</b>	<b>26.1</b>	<b>5.2</b>	<b>3.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.6</b>	<b>3</b>	<b>158</b>	
<b>TOTAL BELGIUM</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>62.7</b>	<b>26.1</b>	<b>5.2</b>	<b>3.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.6</b>	<b>3</b>	<b>158</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	50	0	0	0.0	16.0	38.0	22.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>38.0</b>	<b>22.0</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>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>38.0</b>	<b>22.0</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>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DENMARK</b>																					
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	0	4.4	53.3	35.6	5.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	80.4	13	92	
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>53.3</b>	<b>35.6</b>	<b>5.6</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>0.0</b>	<b>3</b>	<b>80.4</b>	<b>13</b>	<b>92</b>	
<b>TOTAL DENMARK</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>53.3</b>	<b>35.6</b>	<b>5.6</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>0.0</b>	<b>3</b>	<b>80.4</b>	<b>13</b>	<b>92</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	68.8	10	16	
AVIGNON	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	100.0	0	2	
<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>72.2</b>	<b>9</b>	<b>18</b>	
BERGERAC	BA CITYFLYER LTD	S	28	0	2	6.7	30.0	30.0	13.3	3.3	6.7	3.3	0.0	0.0	0.0	6.7	19	66.7	14	30	
<b>TOTAL BERGERAC</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>30.0</b>	<b>30.0</b>	<b>13.3</b>	<b>3.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>19</b>	<b>66.7</b>	<b>14</b>	<b>30</b>	
NICE	BA CITYFLYER LTD	S	67	0	0	0.0	14.9	38.8	17.9	9.0	11.9	7.5	0.0	0.0	0.0	0.0	32	60.0	16	70	
<b>TOTAL NICE</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.9</b>	<b>38.8</b>	<b>17.9</b>	<b>9.0</b>	<b>11.9</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>60.0</b>	<b>16</b>	<b>70</b>	
PARIS (ORLY)	BA CITYFLYER LTD	S	140	0	4	20.8	34.7	26.4	6.3	4.2	2.8	2.1	0.0	0.0	0.0	2.8	11	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>140</b>	<b>0</b>	<b>4</b>	<b>20.8</b>	<b>34.7</b>	<b>26.4</b>	<b>6.3</b>	<b>4.2</b>	<b>2.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
QUIMPER	BA CITYFLYER LTD	S	28	0	0	7.1	39.3	25.0	7.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	15	92.6	4	27	
QUIMPER	SUN AIR OF SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL QUIMPER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>25.0</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>15</b>	<b>89.3</b>	<b>4</b>	<b>28</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	65.4	13	26	
<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>65.4</b>	<b>13</b>	<b>26</b>	
<b>TOTAL FRANCE</b>			<b>263</b>	<b>0</b>	<b>6</b>	<b>12.6</b>	<b>29.7</b>	<b>29.7</b>	<b>10.0</b>	<b>5.9</b>	<b>6.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>68.0</b>	<b>13</b>	<b>172</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	132	0	2	1.5	35.1	44.0	10.4	5.2	2.2	0.0	0.0	0.0	0.0	1.5	9	47.4	31	137	
<b>TOTAL BERLIN (TEGEL)</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>35.1</b>	<b>44.0</b>	<b>10.4</b>	<b>5.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>47.4</b>	<b>31</b>	<b>137</b>	
DUSSELDORF	BA CITYFLYER LTD	S	152	0	14	2.4	34.9	21.7	9.6	10.2	10.2	2.4	0.0	0.0	0.0	8.4	22	81.8	12	132	
DUSSELDORF	FLYBE LTD	S	132	0	2	4.5	55.2	22.4	10.4	3.7	2.2	0.0	0.0	0.0	0.0	1.5	7	69.2	19	146	
DUSSELDORF	SUN AIR OF SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL DUSSELDORF</b>			<b>284</b>	<b>0</b>	<b>16</b>	<b>3.3</b>	<b>44.0</b>	<b>22.0</b>	<b>10.0</b>	<b>7.3</b>	<b>6.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>75.4</b>	<b>16</b>	<b>280</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	183	0	10	1.0	36.8	28.5	9.3	14.0	4.1	0.5	0.5	0.0	0.0	5.2	16	65.1	19	175	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	329	0	8	0.9	36.8	42.7	5.9	8.9	2.4	0.0	0.0	0.0	0.0	2.4	9	85.6	6	348	
<b>TOTAL LUXEMBOURG</b>			<b>329</b>	<b>0</b>	<b>8</b>	<b>0.9</b>	<b>36.8</b>	<b>42.7</b>	<b>5.9</b>	<b>8.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>85.6</b>	<b>6</b>	<b>348</b>	
<b>TOTAL LUXEMBOURG</b>			<b>329</b>	<b>0</b>	<b>8</b>	<b>0.9</b>	<b>36.8</b>	<b>42.7</b>	<b>5.9</b>	<b>8.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>85.6</b>	<b>6</b>	<b>348</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	246	0	3	1.2	31.7	32.1	13.3	13.7	4.8	2.0	0.0	0.0	0.0	1.2	18	67.1	17	258	
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	84.6	12	26	
AMSTERDAM	FLYBE LTD	S	68	0	0	1.5	20.6	55.9	13.2	1.5	2.9	2.9	1.5	0.0	0.0	0.0	16	75.9	14	58	
AMSTERDAM	KLM	S	378	0	20	2.3	29.4	39.4	9.5	11.8	2.5	0.0	0.0	0.0	0.0	5.0	12	62.4	18	388	
<b>TOTAL AMSTERDAM</b>			<b>692</b>	<b>0</b>	<b>23</b>	<b>1.8</b>	<b>29.4</b>	<b>38.5</b>	<b>11.2</b>	<b>11.5</b>	<b>3.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>65.9</b>	<b>17</b>	<b>730</b>	
ROTTERDAM	BA CITYFLYER LTD	S	271	0	8	2.2	52.0	26.5	4.7	6.1	3.2	1.1	1.4	0.0	0.0	2.9	14	74.5	15	200	
<b>TOTAL ROTTERDAM</b>			<b>271</b>	<b>0</b>	<b>8</b>	<b>2.2</b>	<b>52.0</b>	<b>26.5</b>	<b>4.7</b>	<b>6.1</b>	<b>3.2</b>	<b>1.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>14</b>	<b>74.5</b>	<b>15</b>	<b>200</b>	
<b>TOTAL NETHERLANDS</b>			<b>963</b>	<b>0</b>	<b>31</b>	<b>1.9</b>	<b>35.7</b>	<b>35.1</b>	<b>9.4</b>	<b>10.0</b>	<b>3.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>15</b>	<b>67.7</b>	<b>16</b>	<b>930</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	BA CITYFLYER LTD	S	37	0	1	0.0	42.1	31.6	15.8	2.6	5.3	0.0	0.0	0.0	0.0	2.6	10	76.3	12	38	
<b>TOTAL FARO</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>42.1</b>	<b>31.6</b>	<b>15.8</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>2.6</b>	<b>10</b>	<b>76.3</b>	<b>12</b>	<b>38</b>	
LISBON	AIR PORTUGAL	S	98	0	4	0.0	7.8	34.3	25.5	19.6	7.8	0.0	1.0	0.0	0.0	3.9	26	0.0	0	0	
<b>TOTAL LISBON</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>7.8</b>	<b>34.3</b>	<b>25.5</b>	<b>19.6</b>	<b>7.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	46	0	4	0.0	10.0	50.0	20.0	8.0	4.0	0.0	0.0	0.0	0.0	8.0	15	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>20.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>181</b>	<b>0</b>	<b>9</b>	<b>0.0</b>	<b>15.3</b>	<b>37.9</b>	<b>22.1</b>	<b>13.2</b>	<b>6.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>20</b>	<b>76.3</b>	<b>12</b>	<b>38</b>	
<b>SPAIN</b>																					
GRANADA	BA CITYFLYER LTD	S	26	0	0	0.0	34.6	19.2	3.8	19.2	15.4	3.8	3.8	0.0	0.0	0.0	38	53.8	20	26	
<b>TOTAL GRANADA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>19.2</b>	<b>3.8</b>	<b>19.2</b>	<b>15.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>53.8</b>	<b>20</b>	<b>26</b>	
IBIZA	BA CITYFLYER LTD	S	125	0	1	0.0	15.1	42.9	16.7	18.3	4.8	0.8	0.8	0.0	0.0	0.8	22	53.7	29	136	
<b>TOTAL IBIZA</b>			<b>125</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>15.1</b>	<b>42.9</b>	<b>16.7</b>	<b>18.3</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>22</b>	<b>53.7</b>	<b>29</b>	<b>136</b>	
MAHON	BA CITYFLYER LTD	S	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	17	66.7	13	6	
<b>TOTAL MAHON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</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>66.7</b>	<b>13</b>	<b>6</b>	
MALAGA	BA CITYFLYER LTD	S	69	0	0	2.9	18.8	36.2	23.2	5.8	10.1	2.9	0.0	0.0	0.0	0.0	25	55.7	22	79	
<b>TOTAL MALAGA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>18.8</b>	<b>36.2</b>	<b>23.2</b>	<b>5.8</b>	<b>10.1</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>55.7</b>	<b>22</b>	<b>79</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	73	0	0	1.4	13.7	35.6	24.7	15.1	5.5	1.4	2.7	0.0	0.0	0.0	27	71.4	15	77	
<b>TOTAL PALMA DE MALLORCA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>13.7</b>	<b>35.6</b>	<b>24.7</b>	<b>15.1</b>	<b>5.5</b>	<b>1.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>71.4</b>	<b>15</b>	<b>77</b>	
<b>TOTAL SPAIN</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>17.7</b>	<b>37.3</b>	<b>19.0</b>	<b>14.3</b>	<b>7.3</b>	<b>1.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>25</b>	<b>58.6</b>	<b>23</b>	<b>324</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	87.8	5	90	
<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>87.8</b>	<b>5</b>	<b>90</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
BERNE	SKY WORK AG	S	34	0	0	5.9	32.4	44.1	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	6	36
<b>TOTAL BERNE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>44.1</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>6</b>	<b>36</b>
GENEVA	BA CITYFLYER LTD	S	88	0	10	2.0	38.8	28.6	7.1	11.2	2.0	0.0	0.0	0.0	0.0	10.2	11	84.8	10	105
GENEVA	SWISS AIRLINES	S	102	0	4	5.7	46.2	28.3	5.7	5.7	4.7	0.0	0.0	0.0	0.0	3.8	9	86.4	9	132
<b>TOTAL GENEVA</b>			<b>190</b>	<b>0</b>	<b>14</b>	<b>3.9</b>	<b>42.6</b>	<b>28.4</b>	<b>6.4</b>	<b>8.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>10</b>	<b>85.7</b>	<b>9</b>	<b>237</b>
ZURICH	BA CITYFLYER LTD	S	164	0	3	0.6	40.1	34.1	9.6	6.0	6.6	1.2	0.0	0.0	0.0	1.8	15	77.5	15	169
ZURICH	SWISS AIRLINES	S	293	0	10	1.3	32.3	36.3	13.2	9.9	3.3	0.0	0.3	0.0	0.0	3.3	13	76.7	11	296
<b>TOTAL ZURICH</b>			<b>457</b>	<b>0</b>	<b>13</b>	<b>1.1</b>	<b>35.1</b>	<b>35.5</b>	<b>11.9</b>	<b>8.5</b>	<b>4.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>14</b>	<b>77.0</b>	<b>12</b>	<b>465</b>
<b>TOTAL SWITZERLAND</b>			<b>681</b>	<b>0</b>	<b>27</b>	<b>2.1</b>	<b>37.1</b>	<b>33.9</b>	<b>10.6</b>	<b>8.1</b>	<b>4.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>12</b>	<b>80.9</b>	<b>10</b>	<b>828</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	92	0	0	0.0	18.5	48.9	6.5	19.6	2.2	3.3	1.1	0.0	0.0	0.0	21	78.6	23	103
<b>TOTAL ABERDEEN</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>48.9</b>	<b>6.5</b>	<b>19.6</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>21</b>	<b>78.6</b>	<b>23</b>	<b>103</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	290	0	5	1.7	32.2	39.3	15.6	6.1	3.4	0.0	0.0	0.0	0.0	1.7	11	89.4	7	199
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>290</b>	<b>0</b>	<b>5</b>	<b>1.7</b>	<b>32.2</b>	<b>39.3</b>	<b>15.6</b>	<b>6.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>89.4</b>	<b>7</b>	<b>199</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	87.5	7	96
<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>87.5</b>	<b>7</b>	<b>96</b>
EDINBURGH	BA CITYFLYER LTD	S	388	0	4	3.1	37.0	27.3	11.2	10.2	7.9	2.3	0.0	0.0	0.0	1.0	18	76.4	13	433
EDINBURGH	FLYBE LTD	S	200	0	2	2.0	31.7	36.1	13.4	6.4	7.4	2.0	0.0	0.0	0.0	1.0	17	77.1	13	205
<b>TOTAL EDINBURGH</b>			<b>588</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>35.2</b>	<b>30.3</b>	<b>12.0</b>	<b>8.9</b>	<b>7.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>76.6</b>	<b>13</b>	<b>638</b>
EXETER	FLYBE LTD	S	60	0	0	5.0	33.3	41.7	10.0	3.3	5.0	0.0	1.7	0.0	0.0	0.0	15	89.5	7	57
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>33.3</b>	<b>41.7</b>	<b>10.0</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.5</b>	<b>7</b>	<b>57</b>
GLASGOW	BA CITYFLYER LTD	S	285	0	8	3.8	38.6	28.3	8.2	11.3	7.2	0.0	0.0	0.0	0.0	2.7	14	80.5	10	303
<b>TOTAL GLASGOW</b>			<b>285</b>	<b>0</b>	<b>8</b>	<b>3.8</b>	<b>38.6</b>	<b>28.3</b>	<b>8.2</b>	<b>11.3</b>	<b>7.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>80.5</b>	<b>10</b>	<b>303</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	85.1	14	94
<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>85.1</b>	<b>14</b>	<b>94</b>
ISLE OF MAN	BA CITYFLYER LTD	S	152	0	4	3.2	33.3	44.2	9.0	5.1	2.6	0.0	0.0	0.0	0.0	2.6	9	75.1	11	169
<b>TOTAL ISLE OF MAN</b>			<b>152</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>33.3</b>	<b>44.2</b>	<b>9.0</b>	<b>5.1</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>9</b>	<b>75.1</b>	<b>11</b>	<b>169</b>
JERSEY	FLYBE LTD	S	92	0	0	14.1	42.4	25.0	4.3	8.7	2.2	1.1	2.2	0.0	0.0	0.0	15	70.8	13	96
<b>TOTAL JERSEY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>42.4</b>	<b>25.0</b>	<b>4.3</b>	<b>8.7</b>	<b>2.2</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.8</b>	<b>13</b>	<b>96</b>
MANCHESTER	BA CITYFLYER LTD	S	11	0	1	0.0	8.3	41.7	16.7	8.3	8.3	0.0	8.3	0.0	0.0	8.3	36	76.9	11	13
<b>TOTAL MANCHESTER</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.3</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>36</b>	<b>76.9</b>	<b>11</b>	<b>13</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1570</b>	<b>0</b>	<b>24</b>	<b>3.3</b>	<b>34.3</b>	<b>34.3</b>	<b>10.9</b>	<b>8.8</b>	<b>5.6</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>79.9</b>	<b>12</b>	<b>1768</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	40	0	9	4.1	55.1	18.4	2.0	2.0	0.0	0.0	0.0	0.0	0.0	18.4	3	90.2	6	51

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 NEW YORK (JF KENNEDY)			40	0	9	4.1	55.1	18.4	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4	3	90.2	6	51
TOTAL USA			40	0	9	4.1	55.1	18.4	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	18.4	3	90.2	6	51
TOTAL LONDON CITY			6645	0	185	3.1	32.8	33.3	12.1	9.9	4.8	0.9	0.4	0.0	0.0	2.7	16	74.6	14	6653	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ALBANIA</b>																					
TIRANA	WIZZ AIR	S	26	0	0	0.0	3.8	38.5	34.6	23.1	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL TIRANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ALBANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ST MAARTEN	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	3	1	
<b>TOTAL ST MAARTEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
<b>TOTAL ANTIGUA AND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
<b>AUSTRIA</b>																					
GRAZ	THOMAS COOK SCANDANAVIA	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	
<b>TOTAL GRAZ</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LINZ	WIZZ 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	6	0.0	0	0	
<b>TOTAL LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	11.8	52.9	20.6	2.9	2.9	2.9	0.0	0.0	0.0	0.0	16	80.6	9	36	
VIENNA	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	23	2	
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>52.9</b>	<b>20.6</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>16</b>	<b>78.9</b>	<b>10</b>	<b>38</b>	
<b>TOTAL AUSTRIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>52.8</b>	<b>19.4</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>17</b>	<b>78.9</b>	<b>10</b>	<b>38</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4	
BAKU (HEYDER ALIYEV INT'L)	JETAIRFLY	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
<b>TOTAL 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>60.0</b>	<b>8</b>	<b>5</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>60.0</b>	<b>8</b>	<b>5</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	87.5	6	16	
<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>87.5</b>	<b>6</b>	<b>16</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>87.5</b>	<b>6</b>	<b>16</b>	
<b>BULGARIA</b>																					
BURGAS	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	10	20.0	38	10	
BURGAS	WIZZ AIR	S	86	0	0	9.3	14.0	37.2	14.0	8.1	16.3	1.2	0.0	0.0	0.0	0.0	25	55.6	19	54	
<b>TOTAL BURGAS</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>13.8</b>	<b>37.9</b>	<b>13.8</b>	<b>8.0</b>	<b>16.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>22</b>	<b>64</b>	
SOFIA	WIZZ AIR	S	144	0	0	11.1	20.1	30.6	17.4	18.8	2.1	0.0	0.0	0.0	0.0	0.0	17	81.5	13	146	
<b>TOTAL SOFIA</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>20.1</b>	<b>30.6</b>	<b>17.4</b>	<b>18.8</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>17</b>	<b>81.5</b>	<b>13</b>	<b>146</b>	
VARNA	WIZZ AIR	S	56	0	0	14.3	16.1	30.4	16.1	17.9	5.4	0.0	0.0	0.0	0.0	0.0	18	94.4	5	54	
<b>TOTAL VARNA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>16.1</b>	<b>30.4</b>	<b>16.1</b>	<b>17.9</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>18</b>	<b>94.4</b>	<b>5</b>	<b>54</b>	
<b>TOTAL BULGARIA</b>			<b>287</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>17.4</b>	<b>32.8</b>	<b>16.0</b>	<b>15.3</b>	<b>7.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.5</b>	<b>14</b>	<b>264</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	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	0	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>0</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>0</b>	<b>1</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	15.4	23.1	26.9	15.4	11.5	0.0	3.8	0.0	0.0	0.0	31	65.4	28	26	
<b>TOTAL DUBROVNIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>23.1</b>	<b>26.9</b>	<b>15.4</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>31</b>	<b>65.4</b>	<b>28</b>	<b>26</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	47	0	0	0.0	10.6	29.8	17.0	23.4	12.8	6.4	0.0	0.0	0.0	0.0	36	72.5	14	40	
SPLIT	WIZZ AIR	S	59	0	0	3.4	11.9	32.2	13.6	16.9	20.3	1.7	0.0	0.0	0.0	0.0	33	32.1	41	28	
<b>TOTAL SPLIT</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>11.3</b>	<b>31.1</b>	<b>15.1</b>	<b>19.8</b>	<b>17.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>55.9</b>	<b>25</b>	<b>68</b>	
ZADAR	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	6	1	
ZADAR	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	22.2	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	16	
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>50.0</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>12</b>	<b>76.5</b>	<b>11</b>	<b>17</b>	
<b>TOTAL CROATIA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>13.3</b>	<b>32.0</b>	<b>16.0</b>	<b>18.0</b>	<b>14.0</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>61.3</b>	<b>23</b>	<b>111</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	37	0	0	13.5	37.8	24.3	10.8	10.8	2.7	0.0	0.0	0.0	0.0	0.0	11	82.4	8	34	
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	54.2	20	24	
LARNACA	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	14	8	
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	14	2	
LARNACA	WIZZ AIR	S	60	0	1	1.6	3.3	47.5	16.4	19.7	4.9	4.9	0.0	0.0	0.0	1.6	28	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>106</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>17.8</b>	<b>36.4</b>	<b>15.9</b>	<b>16.8</b>	<b>3.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>21</b>	<b>70.6</b>	<b>13</b>	<b>68</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	42	0	0	4.8	7.1	61.9	14.3	11.9	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	25	42	
PAPHOS	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	12.5	43.8	18.8	0.0	12.5	0.0	0.0	0.0	0.0	40	41.7	30	24	
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	10	1	
<b>TOTAL PAPHOS</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>8.6</b>	<b>48.3</b>	<b>22.4</b>	<b>13.8</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>47.8</b>	<b>26</b>	<b>67</b>	
<b>TOTAL CYPRUS</b>			<b>164</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>14.5</b>	<b>40.6</b>	<b>18.2</b>	<b>15.8</b>	<b>2.4</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>59.3</b>	<b>20</b>	<b>135</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	64.0	17	25	
<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>64.0</b>	<b>17</b>	<b>25</b>	
PRAGUE	WIZZ AIR	S	61	0	0	1.6	14.8	34.4	14.8	8.2	16.4	4.9	4.9	0.0	0.0	0.0	43	50.0	39	60	
<b>TOTAL PRAGUE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.8</b>	<b>34.4</b>	<b>14.8</b>	<b>8.2</b>	<b>16.4</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>50.0</b>	<b>39</b>	<b>60</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.8</b>	<b>34.4</b>	<b>14.8</b>	<b>8.2</b>	<b>16.4</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>54.1</b>	<b>32</b>	<b>85</b>	
<b>DENMARK</b>																					
AARHUS (TIRSTRUP)	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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
COPENHAGEN	PROAIR 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	100.0	10	1	
COPENHAGEN	RYANAIR	S	60	0	0	0.0	11.7	45.0	8.3	10.0	20.0	1.7	3.3	0.0	0.0	0.0	35	85.0	7	60
<b>TOTAL COPENHAGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.7</b>	<b>45.0</b>	<b>8.3</b>	<b>10.0</b>	<b>20.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>85.2</b>	<b>7</b>	<b>61</b>
<b>TOTAL DENMARK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.7</b>	<b>45.0</b>	<b>8.3</b>	<b>10.0</b>	<b>20.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
<b>FINLAND</b>																				
SEINAJOKI	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	29	1	
<b>TOTAL SEINAJOKI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>	
<b>TOTAL FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>	
<b>FRANCE</b>																				
BEAUVAIS	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	17	1	
<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>0.0</b>	<b>17</b>	<b>1</b>	
BEZIERS	RYANAIR	S	26	0	0	11.5	30.8	42.3	7.7	0.0	0.0	7.7	0.0	0.0	0.0	14	96.2	9	26	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>30.8</b>	<b>42.3</b>	<b>7.7</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>14</b>	<b>96.2</b>	<b>9</b>	<b>26</b>	
BIARRITZ	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	73	0.0	141	2	
<b>TOTAL BIARRITZ</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>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>0.0</b>	<b>141</b>	<b>2</b>	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	62	0	0	0.0	3.2	46.8	19.4	19.4	11.3	0.0	0.0	0.0	0.0	25	71.0	28	62	
<b>TOTAL BORDEAUX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>46.8</b>	<b>19.4</b>	<b>19.4</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>71.0</b>	<b>28</b>	<b>62</b>	
LILLE	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	100.0	4	1	
<b>TOTAL LILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
LYON	EASYJET AIRLINE COMPANY LTD	S	48	0	2	0.0	24.0	40.0	20.0	8.0	2.0	2.0	0.0	0.0	4.0	15	71.2	15	52	
LYON	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	2	1	
<b>TOTAL LYON</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>24.0</b>	<b>40.0</b>	<b>20.0</b>	<b>8.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>15</b>	<b>71.7</b>	<b>15</b>	<b>53</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	28	0	4	0.0	21.9	40.6	15.6	9.4	0.0	0.0	0.0	0.0	12.5	12	79.4	6	34	
<b>TOTAL MARSEILLE</b>			<b>28</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>21.9</b>	<b>40.6</b>	<b>15.6</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12</b>	<b>79.4</b>	<b>6</b>	<b>34</b>	
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	6	0	2	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	43	77.8	9	18	
<b>TOTAL MONTPELLIER</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>43</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	32	0	2	8.8	23.5	23.5	8.8	8.8	8.8	11.8	0.0	0.0	5.9	34	88.2	6	34	
NANTES	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	100.0	0	1	
<b>TOTAL NANTES</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>23.5</b>	<b>23.5</b>	<b>8.8</b>	<b>8.8</b>	<b>8.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>34</b>	<b>88.6</b>	<b>5</b>	<b>35</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	136	0	2	0.7	10.9	29.0	15.9	16.7	18.1	6.5	0.7	0.0	1.4	39	51.1	32	137	
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	100.0	0	2	
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	100.0	0	5	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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>TOTAL NICE</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>10.9</b>	<b>29.0</b>	<b>15.9</b>	<b>16.7</b>	<b>18.1</b>	<b>6.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>39</b>	<b>53.5</b>	<b>31</b>	<b>144</b>	
<b>NIMES</b>	RYANAIR	S	26	0	0	0.0	7.7	38.5	15.4	34.6	3.8	0.0	0.0	0.0	0.0	0.0	23	92.3	4	26	
<b>TOTAL NIMES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>38.5</b>	<b>15.4</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>23</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET AIRLINE COMPANY LTD	S	170	0	3	0.6	26.6	37.0	9.8	9.8	13.3	0.6	0.6	0.0	0.0	1.7	22	69.0	15	171	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>170</b>	<b>0</b>	<b>3</b>	<b>0.6</b>	<b>26.6</b>	<b>37.0</b>	<b>9.8</b>	<b>9.8</b>	<b>13.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>22</b>	<b>69.0</b>	<b>15</b>	<b>171</b>	
<b>PARIS (LE BOURGET)</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	0.0	56	1	
<b>PARIS (LE BOURGET)</b>	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>PARIS (LE BOURGET)</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	3	
<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>80.0</b>	<b>17</b>	<b>5</b>	
<b>PARIS (ORLY)</b>	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	87.5	7	8	
<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>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOULOUSE (BLAGNAC)</b>	EASYJET AIRLINE COMPANY LTD	S	48	0	0	2.1	14.6	37.5	18.8	12.5	14.6	0.0	0.0	0.0	0.0	0.0	23	68.6	35	51	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>14.6</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>14.6</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>68.6</b>	<b>35</b>	<b>51</b>	
<b>TOTAL FRANCE</b>			<b>586</b>	<b>0</b>	<b>15</b>	<b>1.5</b>	<b>17.8</b>	<b>35.4</b>	<b>14.0</b>	<b>14.0</b>	<b>11.6</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>26</b>	<b>69.9</b>	<b>20</b>	<b>637</b>	
<b>GEORGIA</b>																					
<b>KUTAISI</b>	WIZZ AIR	S	16	0	0	25.0	18.8	25.0	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	35	8	
<b>TOTAL KUTAISI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>35</b>	<b>8</b>	
<b>TBILISI</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TBILISI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 GEORGIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>31</b>	<b>9</b>	
<b>GERMANY</b>																					
<b>BERLIN (SCHONEFELD)</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	0.0	0	100.0	0	1	
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	105	0	1	1.9	34.0	31.1	10.4	11.3	8.5	0.0	1.9	0.0	0.0	0.9	23	72.2	22	108	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>34.0</b>	<b>31.1</b>	<b>10.4</b>	<b>11.3</b>	<b>8.5</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>23</b>	<b>72.5</b>	<b>22</b>	<b>109</b>	
<b>BERLIN (TEGEL)</b>	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	89	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>89</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>COLOGNE BONN</b>	PROAIR 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	38	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>38</b>	<b>1</b>	
<b>DORTMUND</b>	EASYJET AIRLINE COMPANY LTD	S	54	0	6	3.3	23.3	43.3	15.0	1.7	3.3	0.0	0.0	0.0	0.0	10.0	10	80.0	11	60	
<b>TOTAL DORTMUND</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>3.3</b>	<b>23.3</b>	<b>43.3</b>	<b>15.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10</b>	<b>80.0</b>	<b>11</b>	<b>60</b>	
<b>HAMBURG</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	48.1	27	54	
<b>HAMBURG</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 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>49.1</b>	<b>26</b>	<b>55</b>
HANOVER	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	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>75</b>	<b>1</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	44	0	6	6.0	12.0	18.0	16.0	14.0	20.0	2.0	0.0	0.0	0.0	12.0	37	56.9	28	51
MUNICH	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	14	2
<b>TOTAL MUNICH</b>			<b>44</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>12.0</b>	<b>18.0</b>	<b>16.0</b>	<b>14.0</b>	<b>20.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>37</b>	<b>56.6</b>	<b>28</b>	<b>53</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	66.7	25	18
<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>66.7</b>	<b>25</b>	<b>18</b>
NUREMBERG	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	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>100.0</b>	<b>5</b>	<b>1</b>
<b>TOTAL GERMANY</b>			<b>204</b>	<b>0</b>	<b>13</b>	<b>3.2</b>	<b>25.8</b>	<b>31.3</b>	<b>12.9</b>	<b>9.2</b>	<b>10.1</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>23</b>	<b>66.1</b>	<b>22</b>	<b>298</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	78.6	12	42
<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>78.6</b>	<b>12</b>	<b>42</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>78.6</b>	<b>12</b>	<b>42</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	100.0	5	2
ATHENS	WIZZ AIR	S	60	0	0	0.0	3.3	28.3	26.7	26.7	13.3	1.7	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL ATHENS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>28.3</b>	<b>26.7</b>	<b>26.7</b>	<b>13.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	1.9	40.4	32.7	17.3	7.7	0.0	0.0	0.0	0.0	0.0	24	61.9	22	42
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	62.5	16	8
CORFU	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	20	10
<b>TOTAL CORFU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.2</b>	<b>43.5</b>	<b>30.6</b>	<b>16.1</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>22</b>	<b>63.3</b>	<b>21</b>	<b>60</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	3.8	42.3	26.9	19.2	7.7	0.0	0.0	0.0	0.0	0.0	23	54.2	31	24
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	50.0	15	8
<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>26.9</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>53.1</b>	<b>27</b>	<b>32</b>
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	16	8
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>15</b>	<b>87.5</b>	<b>16</b>	<b>8</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	22.2	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	66.7	13	18
MIKONOS	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
<b>TOTAL MIKONOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</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>26</b>	<b>68.4</b>	<b>13</b>	<b>19</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	0.0	47.1	11.8	11.8	17.6	5.9	5.9	0.0	0.0	0.0	47	31.3	39	16
RHODES	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	23.5	17.6	23.5	23.5	5.9	0.0	0.0	0.0	0.0	46	75.0	10	16
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>35.3</b>	<b>14.7</b>	<b>17.6</b>	<b>20.6</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>53.1</b>	<b>24</b>	<b>32</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	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	48	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SKIATHOS	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	20.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	38	60.0	18	10
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>60.0</b>	<b>18</b>	<b>10</b>
ZAKINTHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	66	75.0	10	8
<b>TOTAL ZAKINTHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
<b>TOTAL GREECE</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.9</b>	<b>34.1</b>	<b>27.2</b>	<b>19.8</b>	<b>13.4</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.0</b>	<b>21</b>	<b>171</b>
<b>HUNGARY</b>																				
BUDAPEST	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	3	1
BUDAPEST	WIZZ AIR	S	252	0	2	2.0	10.2	24.0	18.9	25.2	13.4	3.1	2.4	0.0	0.0	0.8	39	55.5	27	274
<b>TOTAL BUDAPEST</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>10.2</b>	<b>24.0</b>	<b>18.9</b>	<b>25.2</b>	<b>13.4</b>	<b>3.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>39</b>	<b>55.6</b>	<b>27</b>	<b>275</b>
DEBRECEN	WIZZ AIR	S	83	0	0	18.1	24.1	28.9	16.9	8.4	3.6	0.0	0.0	0.0	0.0	0.0	12	75.6	16	78
<b>TOTAL DEBRECEN</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>24.1</b>	<b>28.9</b>	<b>16.9</b>	<b>8.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.6</b>	<b>16</b>	<b>78</b>
<b>TOTAL HUNGARY</b>			<b>335</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>13.6</b>	<b>25.2</b>	<b>18.4</b>	<b>21.1</b>	<b>11.0</b>	<b>2.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>33</b>	<b>60.1</b>	<b>25</b>	<b>353</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	50	0	0	2.0	42.0	44.0	8.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	86.5	9	52
KEFLAVIK	WIZZ AIR	S	34	0	0	0.0	20.6	35.3	11.8	20.6	11.8	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>33.3</b>	<b>40.5</b>	<b>9.5</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>0.0</b>	<b>14</b>	<b>86.5</b>	<b>9</b>	<b>52</b>
<b>TOTAL ICELAND</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>33.3</b>	<b>40.5</b>	<b>9.5</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>0.0</b>	<b>14</b>	<b>86.5</b>	<b>9</b>	<b>52</b>
<b>INDIA</b>																				
MUMBAI	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	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>4</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>100.0</b>	<b>4</b>	<b>2</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	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	3	1
DUBLIN	RYANAIR	S	180	0	0	3.9	28.9	39.4	12.2	8.3	5.0	1.1	1.1	0.0	0.0	0.0	16	83.3	8	180
<b>TOTAL DUBLIN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>28.9</b>	<b>39.4</b>	<b>12.2</b>	<b>8.3</b>	<b>5.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.4</b>	<b>8</b>	<b>181</b>
IRELAND WEST(KNOCK)	RYANAIR	S	79	0	0	6.3	21.5	36.7	13.9	12.7	5.1	2.5	1.3	0.0	0.0	0.0	22	80.8	7	78
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.5</b>	<b>36.7</b>	<b>13.9</b>	<b>12.7</b>	<b>5.1</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>80.8</b>	<b>7</b>	<b>78</b>
KERRY COUNTY	RYANAIR	S	60	0	0	6.7	18.3	41.7	11.7	10.0	6.7	1.7	3.3	0.0	0.0	0.0	24	93.3	5	60
<b>TOTAL KERRY COUNTY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>18.3</b>	<b>41.7</b>	<b>11.7</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>93.3</b>	<b>5</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>319</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.1</b>	<b>39.2</b>	<b>12.5</b>	<b>9.7</b>	<b>5.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.6</b>	<b>7</b>	<b>319</b>
<b>ISRAEL</b>																				
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	110	0	0	0.0	5.5	33.6	35.5	14.5	6.4	4.5	0.0	0.0	0.0	0.0	28	52.9	24	102

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
TEL AVIV	EL AL	S	86	0	2	9.1	33.0	26.1	11.4	10.2	4.5	0.0	3.4	0.0	0.0	2.3	20	83.1	8	83	
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	61.5	19	26	
TEL AVIV	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2	
TEL AVIV	WIZZ AIR	S	58	0	0	0.0	5.2	12.1	19.0	48.3	15.5	0.0	0.0	0.0	0.0	0.0	40	42.9	49	7	
<b>TOTAL TEL AVIV</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>14.8</b>	<b>26.2</b>	<b>23.4</b>	<b>20.7</b>	<b>7.8</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>65.0</b>	<b>18</b>	<b>220</b>	
<b>TOTAL ISRAEL</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>14.8</b>	<b>26.2</b>	<b>23.4</b>	<b>20.7</b>	<b>7.8</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>65.0</b>	<b>18</b>	<b>220</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	12.5	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.5</b>	<b>33.3</b>	<b>16.7</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	WIZZ AIR	S	34	0	0	0.0	5.9	44.1	20.6	26.5	2.9	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>44.1</b>	<b>20.6</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	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	7	1	
BOLOGNA	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 BOLOGNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
CATANIA (FONTANAROSSA)	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	24	1	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	14.7	38.2	23.5	20.6	2.9	0.0	0.0	0.0	0.0	0.0	18	79.4	10	34	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>38.2</b>	<b>23.5</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>18</b>	<b>77.1</b>	<b>11</b>	<b>35</b>	
FLORENCE	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	5	1	
FLORENCE	VUELING AIRLINES	S	26	0	0	7.7	15.4	23.1	11.5	26.9	15.4	0.0	0.0	0.0	0.0	0.0	30	84.0	19	25	
<b>TOTAL FLORENCE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>23.1</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>30</b>	<b>84.6</b>	<b>18</b>	<b>26</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	15.4	42.3	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	112	0	1	1.8	7.1	40.7	18.6	14.2	11.5	4.4	0.9	0.0	0.0	0.9	31	62.4	29	117	
<b>TOTAL MILAN (MALPENSA)</b>			<b>112</b>	<b>0</b>	<b>1</b>	<b>1.8</b>	<b>7.1</b>	<b>40.7</b>	<b>18.6</b>	<b>14.2</b>	<b>11.5</b>	<b>4.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>31</b>	<b>63.0</b>	<b>28</b>	<b>119</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	7	1	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	78	0	0	1.3	19.2	39.7	14.1	15.4	9.0	1.3	0.0	0.0	0.0	0.0	21	78.3	13	60	
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	10	0	0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	8	8	
<b>TOTAL NAPLES</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>19.3</b>	<b>39.8</b>	<b>15.9</b>	<b>13.6</b>	<b>8.0</b>	<b>1.1</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>12</b>	<b>87</b>	
OLBIA	CAT 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	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	0.0	25.0	10.0	25.0	35.0	0.0	5.0	0.0	0.0	0.0	56	83.3	8	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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
OLBIA	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
OLBIA	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	23	2
<b>TOTAL OLBIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>10.0</b>	<b>25.0</b>	<b>35.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>81.8</b>	<b>9</b>	<b>22</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	23.1	38.5	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL PALERMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>26.9</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	76	0	4	0.0	7.5	33.8	18.8	17.5	13.8	2.5	1.3	0.0	0.0	5.0	31	62.9	26	70
PISA	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	14	1
PISA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
<b>TOTAL PISA</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>7.5</b>	<b>33.8</b>	<b>18.8</b>	<b>17.5</b>	<b>13.8</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>31</b>	<b>62.5</b>	<b>27</b>	<b>72</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	33.3	14	3
<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>33.3</b>	<b>14</b>	<b>3</b>
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	77	0	1	0.0	5.1	35.9	12.8	23.1	16.7	2.6	2.6	0.0	0.0	1.3	40	50.0	24	52
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	85.7	8	28
<b>TOTAL ROME (FIUMICINO)</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>5.1</b>	<b>35.9</b>	<b>12.8</b>	<b>23.1</b>	<b>16.7</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>40</b>	<b>62.5</b>	<b>18</b>	<b>80</b>
SALERNO COSTA AMALFI	CHALLENGE AIR LUFTVERKEHRS	C	0	0	0	0.0	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 SALERNO COSTA AMALFI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>
TURIN	BLUE AIR TRANSPORT AERIAN	S	34	0	0	5.9	8.8	5.9	17.6	38.2	11.8	8.8	2.9	0.0	0.0	0.0	48	47.2	23	36
<b>TOTAL TURIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>8.8</b>	<b>5.9</b>	<b>17.6</b>	<b>38.2</b>	<b>11.8</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>47.2</b>	<b>23</b>	<b>36</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	58	0	2	0.0	3.3	43.3	10.0	21.7	18.3	0.0	0.0	0.0	0.0	3.3	32	54.8	23	62
VENICE	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 VENICE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.3</b>	<b>43.3</b>	<b>10.0</b>	<b>21.7</b>	<b>18.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>32</b>	<b>55.6</b>	<b>23</b>	<b>63</b>
<b>TOTAL ITALY</b>			<b>635</b>	<b>0</b>	<b>8</b>	<b>2.0</b>	<b>11.0</b>	<b>35.6</b>	<b>16.5</b>	<b>18.8</b>	<b>11.8</b>	<b>2.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>29</b>	<b>65.9</b>	<b>21</b>	<b>546</b>
<b>JAPAN</b>																				
TOKYO (HANEDA)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
<b>TOTAL TOKYO (HANEDA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 JAPAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>KAZAKHSTAN</b>																				
ASTANA	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	0	1
<b>TOTAL ASTANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL KAZAKHSTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>KOSOVO</b>																				
PRISTINA	WIZZ AIR	S	26	0	0	0.0	0.0	3.8	30.8	42.3	19.2	0.0	0.0	3.8	0.0	0.0	91	25.0	45	4
<b>TOTAL PRISTINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>30.8</b>	<b>42.3</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>25.0</b>	<b>45</b>	<b>4</b>
<b>TOTAL KOSOVO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>30.8</b>	<b>42.3</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>25.0</b>	<b>45</b>	<b>4</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>LATVIA</b>																					
RIGA	WIZZ AIR	S	105	0	2	0.9	19.6	49.5	9.3	10.3	5.6	0.0	2.8	0.0	0.0	1.9	21	73.7	20	99	
<b>TOTAL RIGA</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>19.6</b>	<b>49.5</b>	<b>9.3</b>	<b>10.3</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>21</b>	<b>73.7</b>	<b>20</b>	<b>99</b>	
<b>TOTAL LATVIA</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>19.6</b>	<b>49.5</b>	<b>9.3</b>	<b>10.3</b>	<b>5.6</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>21</b>	<b>73.7</b>	<b>20</b>	<b>99</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	60	0	0	6.7	18.3	61.7	11.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.7	22	60	
KAUNAS	WIZZ AIR	S	56	0	0	1.8	33.9	46.4	8.9	1.8	1.8	5.4	0.0	0.0	0.0	0.0	15	86.7	8	60	
<b>TOTAL KAUNAS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>25.9</b>	<b>54.3</b>	<b>10.3</b>	<b>1.7</b>	<b>0.9</b>	<b>2.6</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>15</b>	<b>120</b>	
PALANGA	WIZZ AIR	S	34	0	0	2.9	29.4	41.2	2.9	5.9	17.6	0.0	0.0	0.0	0.0	0.0	18	70.6	11	34	
<b>TOTAL PALANGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>41.2</b>	<b>2.9</b>	<b>5.9</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>18</b>	<b>70.6</b>	<b>11</b>	<b>34</b>	
VILNIUS	RYANAIR	S	43	0	0	2.3	32.6	53.5	4.7	4.7	2.3	0.0	0.0	0.0	0.0	0.0	9	71.4	23	42	
VILNIUS	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	12	1	
VILNIUS	WIZZ AIR	S	113	0	0	8.0	24.8	38.1	15.0	10.6	1.8	0.9	0.9	0.0	0.0	0.0	15	85.8	16	120	
<b>TOTAL VILNIUS</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>26.9</b>	<b>42.3</b>	<b>12.2</b>	<b>9.0</b>	<b>1.9</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>82.2</b>	<b>18</b>	<b>163</b>	
<b>TOTAL LITHUANIA</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>26.8</b>	<b>46.7</b>	<b>10.5</b>	<b>5.9</b>	<b>3.3</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.7</b>	<b>16</b>	<b>317</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>MACEDONIA</b>																					
OHRID	WIZZ AIR	S	16	0	0	0.0	0.0	12.5	18.8	25.0	37.5	6.3	0.0	0.0	0.0	0.0	57	44.4	52	18	
<b>TOTAL OHRID</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>18.8</b>	<b>25.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>44.4</b>	<b>52</b>	<b>18</b>	
SKOPJE	WIZZ AIR	S	42	0	0	9.5	23.8	16.7	33.3	14.3	0.0	2.4	0.0	0.0	0.0	0.0	19	81.0	10	42	
<b>TOTAL SKOPJE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>23.8</b>	<b>16.7</b>	<b>33.3</b>	<b>14.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.0</b>	<b>10</b>	<b>42</b>	
<b>TOTAL MACEDONIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>17.2</b>	<b>15.5</b>	<b>29.3</b>	<b>17.2</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>70.0</b>	<b>22</b>	<b>60</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	66	0	2	0.0	7.4	41.2	20.6	25.0	2.9	0.0	0.0	0.0	0.0	2.9	21	64.3	17	70	
MALTA	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 MALTA</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.4</b>	<b>41.2</b>	<b>20.6</b>	<b>25.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>21</b>	<b>64.8</b>	<b>17</b>	<b>71</b>	
<b>TOTAL MALTA</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.4</b>	<b>41.2</b>	<b>20.6</b>	<b>25.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>21</b>	<b>64.8</b>	<b>17</b>	<b>71</b>	
<b>MOROCCO</b>																					
ESSAOUIRA	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	0	1	
ESSAOUIRA	EASYJET AIRLINE COMPANY LTD	S	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	3	100.0	3	16	
<b>TOTAL ESSAOUIRA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>17</b>	
MARRAKESH	RYANAIR	S	34	0	0	0.0	17.6	64.7	2.9	11.8	2.9	0.0	0.0	0.0	0.0	0.0	13	97.1	3	34	
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>64.7</b>	<b>2.9</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>13</b>	<b>97.1</b>	<b>3</b>	<b>34</b>	
<b>TOTAL MOROCCO</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>54.2</b>	<b>4.2</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>98.0</b>	<b>3</b>	<b>51</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	334	0	4	0.6	13.9	39.3	16.6	16.6	9.2	1.8	0.9	0.0	0.0	1.2	27	69.3	19	342
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	15	1
AMSTERDAM	VUELING AIRLINES	S	116	0	4	0.8	15.0	30.0	10.0	22.5	9.2	5.8	3.3	0.0	0.0	3.3	40	87.5	9	120
<b>TOTAL AMSTERDAM</b>			<b>450</b>	<b>0</b>	<b>8</b>	<b>0.7</b>	<b>14.2</b>	<b>36.9</b>	<b>14.8</b>	<b>18.1</b>	<b>9.2</b>	<b>2.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>30</b>	<b>74.1</b>	<b>16</b>	<b>463</b>
<b>TOTAL NETHERLANDS</b>			<b>450</b>	<b>0</b>	<b>8</b>	<b>0.7</b>	<b>14.2</b>	<b>36.9</b>	<b>14.8</b>	<b>18.1</b>	<b>9.2</b>	<b>2.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>30</b>	<b>74.1</b>	<b>16</b>	<b>463</b>
<b>NIGERIA</b>																				
LAGOS	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 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>15</b>	<b>1</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	34	0	0	8.8	17.6	44.1	5.9	8.8	2.9	2.9	8.8	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL BYDGOSZCZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>17.6</b>	<b>44.1</b>	<b>5.9</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>8.8</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>
GDANSK	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
GDANSK	WIZZ AIR	S	155	0	0	1.3	29.0	37.4	17.4	10.3	1.9	1.9	0.6	0.0	0.0	0.0	17	77.3	17	150
<b>TOTAL GDANSK</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>29.0</b>	<b>37.4</b>	<b>17.4</b>	<b>10.3</b>	<b>1.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.8</b>	<b>17</b>	<b>151</b>
KATOWICE	WIZZ AIR	S	149	0	0	4.0	25.5	30.9	19.5	14.1	4.7	1.3	0.0	0.0	0.0	0.0	18	70.3	16	172
<b>TOTAL KATOWICE</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>25.5</b>	<b>30.9</b>	<b>19.5</b>	<b>14.1</b>	<b>4.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.3</b>	<b>16</b>	<b>172</b>
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	60	0	0	8.3	16.7	43.3	10.0	15.0	5.0	1.7	0.0	0.0	0.0	0.0	18	90.0	6	60
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>43.3</b>	<b>10.0</b>	<b>15.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>90.0</b>	<b>6</b>	<b>60</b>
POZNAN	WIZZ AIR	S	84	0	2	0.0	23.3	45.3	10.5	9.3	4.7	4.7	0.0	0.0	0.0	2.3	20	70.7	22	99
<b>TOTAL POZNAN</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.3</b>	<b>45.3</b>	<b>10.5</b>	<b>9.3</b>	<b>4.7</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>70.7</b>	<b>22</b>	<b>99</b>
RZESZOW	RYANAIR	S	26	0	0	7.7	7.7	42.3	7.7	11.5	23.1	0.0	0.0	0.0	0.0	0.0	29	73.1	17	26
<b>TOTAL RZESZOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>7.7</b>	<b>42.3</b>	<b>7.7</b>	<b>11.5</b>	<b>23.1</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>73.1</b>	<b>17</b>	<b>26</b>
SZCZECIN (GOLENOW)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.7	22	28
<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>60.7</b>	<b>22</b>	<b>28</b>
SZYMANY (MAZURY)	WIZZ AIR	S	26	0	0	11.5	19.2	30.8	11.5	3.8	19.2	3.8	0.0	0.0	0.0	0.0	29	67.9	15	28
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>30.8</b>	<b>11.5</b>	<b>3.8</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>29</b>	<b>67.9</b>	<b>15</b>	<b>28</b>
WARSAW (CHOPIN)	WIZZ AIR	S	207	0	0	1.4	12.1	32.9	21.7	21.7	9.7	0.5	0.0	0.0	0.0	0.0	26	66.2	19	198
<b>TOTAL WARSAW (CHOPIN)</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>12.1</b>	<b>32.9</b>	<b>21.7</b>	<b>21.7</b>	<b>9.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.2</b>	<b>19</b>	<b>198</b>
WROCLAW	WIZZ AIR	S	80	0	0	13.8	35.0	35.0	7.5	7.5	1.3	0.0	0.0	0.0	0.0	0.0	8	88.3	6	60
<b>TOTAL WROCLAW</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>35.0</b>	<b>35.0</b>	<b>7.5</b>	<b>7.5</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>88.3</b>	<b>6</b>	<b>60</b>
<b>TOTAL POLAND</b>			<b>821</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>21.7</b>	<b>36.3</b>	<b>15.7</b>	<b>13.6</b>	<b>6.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>20</b>	<b>73.0</b>	<b>16</b>	<b>822</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	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	161	1

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FARO	EASYJET AIRLINE COMPANY LTD	S	156	0	0	7.1	23.7	41.7	10.3	12.2	5.1	0.0	0.0	0.0	0.0	0.0	14	71.0	18	155
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	76.7	10	60
FARO	RYANAIR	S	44	0	0	2.3	22.7	47.7	15.9	9.1	2.3	0.0	0.0	0.0	0.0	0.0	14	81.0	9	42
FARO	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	68.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	55.6	16	18
FARO	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	2
<b>TOTAL FARO</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.9</b>	<b>11.6</b>	<b>10.6</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>14</b>	<b>72.7</b>	<b>15</b>	<b>278</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	161	0	0	0.6	9.9	41.0	17.4	16.1	9.3	5.0	0.6	0.0	0.0	0.0	29	61.6	23	164
<b>TOTAL LISBON</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>9.9</b>	<b>41.0</b>	<b>17.4</b>	<b>16.1</b>	<b>9.3</b>	<b>5.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>61.6</b>	<b>23</b>	<b>164</b>
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	5.9	50.0	17.6	20.6	2.9	0.0	0.0	0.0	0.0	0.0	17	66.7	16	33
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	75.0	11	24
OPORTO (PORTUGAL)	PRIVILEGE STYLE	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>5.7</b>	<b>48.6</b>	<b>17.1</b>	<b>20.0</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>19</b>	<b>70.2</b>	<b>14</b>	<b>57</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>16.0</b>	<b>43.7</b>	<b>14.3</b>	<b>13.6</b>	<b>6.8</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.7</b>	<b>17</b>	<b>499</b>
FUNCHAL	TUI AIRWAYS LTD	C	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	100.0	3	8
<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>3</b>	<b>100.0</b>	<b>3</b>	<b>8</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>3</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU (KISHINEV)	WIZZ AIR	S	60	0	1	11.5	23.0	26.2	18.0	14.8	3.3	0.0	1.6	0.0	0.0	1.6	21	61.4	21	44
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>11.5</b>	<b>23.0</b>	<b>26.2</b>	<b>18.0</b>	<b>14.8</b>	<b>3.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>61.4</b>	<b>21</b>	<b>44</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>11.5</b>	<b>23.0</b>	<b>26.2</b>	<b>18.0</b>	<b>14.8</b>	<b>3.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>61.4</b>	<b>21</b>	<b>44</b>
TIVAT	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
TIVAT	MONTENEGRO AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL TIVAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
BELGRADE	WIZZ AIR	S	26	0	0	11.5	19.2	30.8	7.7	15.4	7.7	3.8	3.8	0.0	0.0	0.0	33	61.5	22	26
<b>TOTAL BELGRADE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>30.8</b>	<b>7.7</b>	<b>15.4</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>61.5</b>	<b>22</b>	<b>26</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>30.8</b>	<b>7.7</b>	<b>15.4</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>61.5</b>	<b>22</b>	<b>26</b>
BACAU	BLUE AIR TRANSPORT AERIAN	S	56	0	0	21.4	23.2	33.9	7.1	12.5	1.8	0.0	0.0	0.0	0.0	0.0	10	80.8	7	52
<b>TOTAL BACAU</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>23.2</b>	<b>33.9</b>	<b>7.1</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.8</b>	<b>7</b>	<b>52</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	108	0	2	4.5	19.1	34.5	21.8	14.5	1.8	0.0	1.8	0.0	0.0	1.8	20	73.1	10	108



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
BUCHAREST (OTOPENI)	WIZZ AIR	S	192	0	2	1.5	19.1	33.0	12.9	20.6	10.3	1.5	0.0	0.0	0.0	1.0	26	67.3	16	162
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>300</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>19.1</b>	<b>33.6</b>	<b>16.1</b>	<b>18.4</b>	<b>7.2</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>24</b>	<b>69.6</b>	<b>14</b>	<b>270</b>
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	91.2	4	34
CLUJ NAPOCA	WIZZ AIR	S	158	0	0	3.8	21.5	43.7	13.9	12.0	5.1	0.0	0.0	0.0	0.0	0.0	16	79.9	11	164
<b>TOTAL CLUJ NAPOCA</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.8</b>	<b>42.6</b>	<b>13.6</b>	<b>12.3</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>16</b>	<b>81.8</b>	<b>10</b>	<b>198</b>
CONSTANTA	BLUE AIR TRANSPORT AERIAN	S	0	0	18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
CONSTANTA	WIZZ AIR	S	33	0	0	12.1	12.1	27.3	21.2	15.2	12.1	0.0	0.0	0.0	0.0	0.0	22	43.8	15	16
<b>TOTAL CONSTANTA</b>			<b>33</b>	<b>0</b>	<b>18</b>	<b>7.8</b>	<b>7.8</b>	<b>17.6</b>	<b>13.7</b>	<b>9.8</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.3</b>	<b>22</b>	<b>43.8</b>	<b>15</b>	<b>16</b>
CRAIOVA	WIZZ AIR	S	59	0	0	25.4	15.3	35.6	15.3	5.1	3.4	0.0	0.0	0.0	0.0	0.0	12	78.3	11	60
<b>TOTAL CRAIOVA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>25.4</b>	<b>15.3</b>	<b>35.6</b>	<b>15.3</b>	<b>5.1</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>12</b>	<b>78.3</b>	<b>11</b>	<b>60</b>
IASI	BLUE AIR TRANSPORT AERIAN	S	42	0	0	26.2	19.0	35.7	11.9	4.8	2.4	0.0	0.0	0.0	0.0	0.0	9	86.4	5	44
IASI	TAROM	S	26	0	0	3.8	11.5	23.1	15.4	7.7	19.2	19.2	0.0	0.0	0.0	0.0	56	66.7	31	24
IASI	WIZZ AIR	S	42	0	0	21.4	23.8	33.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	8	44
<b>TOTAL IASI</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>19.1</b>	<b>31.8</b>	<b>13.6</b>	<b>6.4</b>	<b>5.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.4</b>	<b>12</b>	<b>112</b>
SATU MARE	WIZZ AIR	S	18	0	0	0.0	0.0	22.2	27.8	33.3	11.1	0.0	5.6	0.0	0.0	0.0	47	75.0	8	16
<b>TOTAL SATU MARE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
SIBIU	WIZZ AIR	S	46	0	0	0.0	6.5	34.8	19.6	32.6	6.5	0.0	0.0	0.0	0.0	0.0	25	79.5	12	44
<b>TOTAL SIBIU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>34.8</b>	<b>19.6</b>	<b>32.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>79.5</b>	<b>12</b>	<b>44</b>
SUCEAVA	WIZZ AIR	S	54	0	2	10.7	21.4	48.2	10.7	3.6	1.8	0.0	0.0	0.0	0.0	3.6	9	75.0	11	36
<b>TOTAL SUCEAVA</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>21.4</b>	<b>48.2</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>0.0</b>	<b>3.6</b>	<b>9</b>	<b>75.0</b>	<b>11</b>	<b>36</b>
TIMISOARA	WIZZ AIR	S	60	0	0	5.0	10.0	35.0	16.7	11.7	16.7	5.0	0.0	0.0	0.0	0.0	34	68.3	21	60
<b>TOTAL TIMISOARA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>35.0</b>	<b>16.7</b>	<b>11.7</b>	<b>16.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>68.3</b>	<b>21</b>	<b>60</b>
<b>TOTAL ROMANIA</b>			<b>898</b>	<b>0</b>	<b>24</b>	<b>8.1</b>	<b>17.7</b>	<b>35.0</b>	<b>14.8</b>	<b>13.9</b>	<b>6.4</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>21</b>	<b>75.3</b>	<b>12</b>	<b>864</b>
<b>RUSSIA</b>																				
MOSCOW (SHEREMETYEVO)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<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>2</b>	<b>2</b>
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	50.0	37	2
MOSCOW (VNUKOVO)	AVCON JET 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
MOSCOW (VNUKOVO)	GASROMAVIA	C	0	0	0	0.0	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
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	9	3
<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>75.0</b>	<b>18</b>	<b>8</b>
ST PETERSBURG	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
ST PETERSBURG	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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 ST PETERSBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>TOTAL 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</b>	<b>83.3</b>	<b>12</b>	<b>12</b>		
<b>SAUDI ARABIA</b>																					
JEDDAH	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	100.0	0	1		
<b>TOTAL JEDDAH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL SAUDI ARABIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	WIZZ AIR	S	58	0	3	4.9	14.8	24.6	3.3	19.7	19.7	8.2	0.0	0.0	0.0	4.9	39	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>58</b>	<b>0</b>	<b>3</b>	<b>4.9</b>	<b>14.8</b>	<b>24.6</b>	<b>3.3</b>	<b>19.7</b>	<b>19.7</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KOSICE	WIZZ AIR	S	56	0	0	25.0	25.0	30.4	3.6	7.1	5.4	3.6	0.0	0.0	0.0	16	86.8	8	68		
<b>TOTAL KOSICE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>30.4</b>	<b>3.6</b>	<b>7.1</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.8</b>	<b>8</b>	<b>68</b>		
TATRY-POPRAD	WIZZ AIR	S	26	0	0	0.0	15.4	53.8	15.4	0.0	7.7	7.7	0.0	0.0	0.0	27	53.8	20	26		
<b>TOTAL TATRY-POPRAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>53.8</b>	<b>20</b>	<b>26</b>		
<b>TOTAL SLOVAK REPUBLIC</b>			<b>140</b>	<b>0</b>	<b>3</b>	<b>11.9</b>	<b>18.9</b>	<b>32.2</b>	<b>5.6</b>	<b>11.2</b>	<b>11.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>28</b>	<b>77.7</b>	<b>11</b>	<b>94</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	WIZZ AIR	S	35	0	0	8.6	8.6	17.1	17.1	17.1	25.7	2.9	2.9	0.0	0.0	0.0	46	73.5	13	34	
<b>TOTAL LJUBLJANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>8.6</b>	<b>17.1</b>	<b>17.1</b>	<b>17.1</b>	<b>25.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>73.5</b>	<b>13</b>	<b>34</b>	
<b>TOTAL SLOVENIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>8.6</b>	<b>17.1</b>	<b>17.1</b>	<b>17.1</b>	<b>25.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>73.5</b>	<b>13</b>	<b>34</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	130	0	0	4.6	21.5	36.2	14.6	10.0	11.5	1.5	0.0	0.0	0.0	22	63.3	29	128		
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	73.1	15	52		
<b>TOTAL ALICANTE</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>21.5</b>	<b>36.2</b>	<b>14.6</b>	<b>10.0</b>	<b>11.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.1</b>	<b>25</b>	<b>180</b>		
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	181	0	0	1.1	15.5	40.3	12.2	12.7	11.6	4.4	2.2	0.0	0.0	32	63.9	28	180		
BARCELONA	EXECUTIVE AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	3		
BARCELONA	VUELING AIRLINES	S	58	0	0	1.7	17.2	20.7	17.2	25.9	13.8	3.4	0.0	0.0	0.0	34	70.0	11	120		
<b>TOTAL BARCELONA</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>15.9</b>	<b>35.6</b>	<b>13.4</b>	<b>15.9</b>	<b>12.1</b>	<b>4.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.3</b>	<b>21</b>	<b>303</b>	
GIRONA	RYANAIR	S	26	0	0	3.8	38.5	34.6	7.7	15.4	0.0	0.0	0.0	0.0	0.0	10	80.8	15	26		
GIRONA	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	65	1		
<b>TOTAL GIRONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>34.6</b>	<b>7.7</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>10</b>	<b>77.8</b>	<b>17</b>	<b>27</b>		
IBIZA	EASYJET AIRLINE COMPANY LTD	S	78	0	0	0.0	6.4	28.2	20.5	23.1	14.1	5.1	2.6	0.0	0.0	40	57.4	18	68		
IBIZA	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	33.3	38.9	5.6	0.0	0.0	11.1	0.0	0.0	45	74.1	9	27		
IBIZA	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
<b>TOTAL IBIZA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.3</b>	<b>29.2</b>	<b>24.0</b>	<b>19.8</b>	<b>11.5</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>62.5</b>	<b>15</b>	<b>96</b>	
JEREZ	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 JEREZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
MADRID	EASYJET AIRLINE COMPANY LTD	S	74	0	0	2.7	25.7	44.6	10.8	9.5	4.1	0.0	2.7	0.0	0.0	0.0	19	63.4	23	82	
MADRID	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	1	
<b>TOTAL MADRID</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>25.7</b>	<b>44.6</b>	<b>10.8</b>	<b>9.5</b>	<b>4.1</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.7</b>	<b>23</b>	<b>83</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	39	0	2	2.4	26.8	22.0	7.3	19.5	14.6	2.4	0.0	0.0	0.0	4.9	28	75.0	13	36	
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	82.4	8	34	
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	50.0	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	16	
<b>TOTAL MAHON</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>23.7</b>	<b>30.5</b>	<b>13.6</b>	<b>15.3</b>	<b>10.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>23</b>	<b>80.2</b>	<b>10</b>	<b>86</b>	
MALAGA	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	0.0	26	1	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	180	0	0	1.7	12.8	32.8	19.4	18.9	11.7	0.0	2.8	0.0	0.0	0.0	30	55.2	23	172	
MALAGA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.5	13	49	
MALAGA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	31.3	12.5	43.8	6.3	0.0	0.0	0.0	0.0	0.0	27	44.4	25	18	
MALAGA	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	10	2	
<b>TOTAL MALAGA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>12.2</b>	<b>32.7</b>	<b>18.9</b>	<b>20.9</b>	<b>11.2</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>57.9</b>	<b>21</b>	<b>242</b>	
MURCIA SAN JAVIER	RYANAIR	S	61	0	0	16.4	19.7	29.5	14.8	13.1	4.9	1.6	0.0	0.0	0.0	0.0	19	81.7	10	60	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>19.7</b>	<b>29.5</b>	<b>14.8</b>	<b>13.1</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>19</b>	<b>81.7</b>	<b>10</b>	<b>60</b>	
PALMA DE MALLORCA	AIR EUROPA	C	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	15	0.0	0	0	
PALMA DE MALLORCA	AIR ONE	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	14	0.0	0	0	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	162	0	0	4.3	21.0	34.6	10.5	18.5	8.0	1.9	1.2	0.0	0.0	0.0	24	62.3	29	146	
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	75.0	11	60	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	31	72.0	20	50	
<b>TOTAL PALMA DE MALLORCA</b>			<b>193</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>18.7</b>	<b>33.2</b>	<b>16.1</b>	<b>18.1</b>	<b>7.8</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.2</b>	<b>23</b>	<b>256</b>	
REUS	EASYJET AIRLINE COMPANY LTD	S	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	0.0	0	0	
REUS	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	9	8	
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>53.8</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	14.3	46.4	10.7	14.3	10.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>46.4</b>	<b>10.7</b>	<b>14.3</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>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	33.3	50.0	4.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	9	73.1	15	26	
<b>TOTAL VALENCIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>50.0</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.1</b>	<b>15</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>1150</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>18.0</b>	<b>35.2</b>	<b>15.2</b>	<b>15.6</b>	<b>9.4</b>	<b>1.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>26</b>	<b>66.4</b>	<b>20</b>	<b>1368</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	27.8	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	10	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	90.0	3	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	RYANAIR	S	16	0	0	0.0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	16	
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	29.4	17.6	17.6	23.5	0.0	0.0	0.0	0.0	0.0	36	77.8	12	18	
<b>TOTAL ARRECIFE</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>19.6</b>	<b>43.1</b>	<b>15.7</b>	<b>7.8</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>16</b>	<b>82.3</b>	<b>8</b>	<b>62</b>	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	22.2	55.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	16	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	40	37.5	27	8	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>53.6</b>	<b>3.6</b>	<b>14.3</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>70.8</b>	<b>13</b>	<b>24</b>	
LAS PALMAS	RYANAIR	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	4	83.3	7	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	8	
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>57.7</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>0.0</b>	<b>5</b>	<b>88.5</b>	<b>6</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	25	0	0	32.0	12.0	32.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.0	5	25	
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	8	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	0.0	18.8	75.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	5	16	
TENERIFE (SURREINA SOFIA)	SMARTWINGS	C	8	0	0	0.0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	10.0	20.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	58	77.8	13	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>11.9</b>	<b>37.3</b>	<b>15.3</b>	<b>13.6</b>	<b>6.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>82.4</b>	<b>8</b>	<b>85</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>19.5</b>	<b>45.1</b>	<b>12.2</b>	<b>9.8</b>	<b>4.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>81.7</b>	<b>8</b>	<b>197</b>	
GOTEBORG (LANDVETTER)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
STOCKHOLM (ARLANDA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	14.7	23.5	8.8	23.5	26.5	0.0	0.0	0.0	0.0	0.0	37	76.5	13	34	
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	88.9	5	18	
STOCKHOLM (ARLANDA)	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 STOCKHOLM (ARLANDA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>23.5</b>	<b>8.8</b>	<b>23.5</b>	<b>26.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>81.1</b>	<b>10</b>	<b>53</b>	
<b>TOTAL SWEDEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>23.5</b>	<b>8.8</b>	<b>23.5</b>	<b>26.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>81.8</b>	<b>10</b>	<b>55</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	56	0	4	1.7	21.7	40.0	16.7	8.3	5.0	0.0	0.0	0.0	0.0	6.7	15	75.0	14	60	
<b>TOTAL BALE MULHOUSE</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>21.7</b>	<b>40.0</b>	<b>16.7</b>	<b>8.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>15</b>	<b>75.0</b>	<b>14</b>	<b>60</b>	
GENEVA	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	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	119	0	1	1.7	14.2	42.5	13.3	14.2	10.8	0.8	1.7	0.0	0.0	0.8	26	44.4	33	108	
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	0	3	
<b>TOTAL GENEVA</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>14.2</b>	<b>42.5</b>	<b>13.3</b>	<b>14.2</b>	<b>10.8</b>	<b>0.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>26</b>	<b>46.4</b>	<b>32</b>	<b>112</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
ZURICH	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	9	1	
ZURICH	EASYJET AIRLINE COMPANY LTD	S	108	0	3	0.9	9.9	35.1	18.0	11.7	16.2	3.6	1.8	0.0	0.0	2.7	35	55.4	31	112	
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	10	3	
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>9.9</b>	<b>35.1</b>	<b>18.0</b>	<b>11.7</b>	<b>16.2</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>35</b>	<b>56.9</b>	<b>30</b>	<b>116</b>	
<b>TOTAL SWITZERLAND</b>			<b>283</b>	<b>0</b>	<b>8</b>	<b>1.4</b>	<b>14.1</b>	<b>39.2</b>	<b>15.8</b>	<b>12.0</b>	<b>11.7</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>27</b>	<b>56.6</b>	<b>27</b>	<b>288</b>	
<b>TURKEY</b>																					
ANKARA (ESENBOGA)	SUNEXPRESS	S	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	17.6	41.2	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	21	52.9	28	17	
ANTALYA	FREEBIRD AIRLINES	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	16	0.0	0	0	
ANTALYA	SUNEXPRESS	S	10	0	0	0.0	20.0	40.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	5.6	22.2	11.1	27.8	16.7	16.7	0.0	0.0	0.0	0.0	56	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.2</b>	<b>35.8</b>	<b>13.2</b>	<b>20.8</b>	<b>11.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>52.9</b>	<b>28</b>	<b>17</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	16	16	
BODRUM (MILAS)	SUNEXPRESS	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	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>65.4</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>16</b>	<b>16</b>	
DALAMAN	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	4	1	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	0.0	43.8	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
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	58.3	16	24	
DALAMAN	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	6.3	25.0	31.3	18.8	6.3	0.0	0.0	12.5	0.0	0.0	71	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.5</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>60.0</b>	<b>16</b>	<b>25</b>	
GAZIANTEP	SUNEXPRESS	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	0.0	0	0	
<b>TOTAL GAZIANTEP</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>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL	MNG AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IZMIR (ADNAN MENDERES)	SUNEXPRESS	S	10	0	0	0.0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	11	8	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</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>14</b>	<b>62.5</b>	<b>11</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>42.9</b>	<b>15.7</b>	<b>21.4</b>	<b>6.4</b>	<b>2.1</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>59.1</b>	<b>18</b>	<b>66</b>	
<b>UKRAINE</b>																					
KIEV (ZHULYANY)	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	
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	2	7.1	14.3	32.1	17.9	21.4	0.0	0.0	0.0	0.0	0.0	7.1	18	38.9	31	18	
<b>TOTAL KIEV (ZHULYANY)</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>21.4</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>18</b>	<b>42.1</b>	<b>29</b>	<b>19</b>	
LVOV	WIZZ AIR	S	26	0	0	0.0	0.0	3.8	7.7	38.5	42.3	0.0	7.7	0.0	0.0	0.0	73	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 16 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 LVOV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>38.5</b>	<b>42.3</b>	<b>0.0</b>	<b>7.7</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 UNITED KINGDOM</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>7.4</b>	<b>18.5</b>	<b>13.0</b>	<b>29.6</b>	<b>20.4</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>45</b>	<b>42.1</b>	<b>29</b>	<b>19</b>	
<b>ABERDEEN</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	0	0.0	16.7	42.9	11.9	11.9	16.7	0.0	0.0	0.0	0.0	0.0	24	67.4	15	46	
<b>TOTAL ABERDEEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>42.9</b>	<b>11.9</b>	<b>11.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.4</b>	<b>15</b>	<b>46</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	202	0	0	0.5	32.7	31.2	10.9	11.4	10.9	2.5	0.0	0.0	0.0	0.0	22	66.5	17	206	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>32.7</b>	<b>31.2</b>	<b>10.9</b>	<b>11.4</b>	<b>10.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.5</b>	<b>17</b>	<b>206</b>	
<b>BIRMINGHAM</b>	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>BIRMINGHAM</b>	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	71	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>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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY 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	19	100.0	7	2	
<b>TOTAL BRISTOL</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>19</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	185	0	0	4.3	24.3	27.0	18.9	15.7	8.1	0.5	1.1	0.0	0.0	0.0	22	59.4	26	192	
<b>EDINBURGH</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	9	1	
<b>EDINBURGH</b>	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	0	0	0	0.0	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 EDINBURGH</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>24.3</b>	<b>27.0</b>	<b>18.9</b>	<b>15.7</b>	<b>8.1</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>60.0</b>	<b>26</b>	<b>195</b>	
<b>GATWICK</b>	EASYJET AIRLINE COMPANY LTD	S	3	0	0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	33.3	34	3	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</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>0.0</b>	<b>0.0</b>	<b>21</b>	<b>33.3</b>	<b>34</b>	<b>3</b>	
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	141	0	1	7.7	35.9	25.4	6.3	12.7	8.5	2.1	0.7	0.0	0.0	0.7	21	74.3	15	136	
<b>TOTAL GLASGOW</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>35.9</b>	<b>25.4</b>	<b>6.3</b>	<b>12.7</b>	<b>8.5</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>74.3</b>	<b>15</b>	<b>136</b>	
<b>INVERNESS</b>	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>INVERNESS</b>	EASYJET AIRLINE COMPANY LTD	S	98	0	0	0.0	27.6	29.6	11.2	17.3	12.2	2.0	0.0	0.0	0.0	0.0	24	70.8	17	96	
<b>TOTAL INVERNESS</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.6</b>	<b>29.6</b>	<b>11.2</b>	<b>17.3</b>	<b>12.2</b>	<b>2.0</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>17</b>	<b>98</b>	
<b>ISLE OF MAN</b>	EASYJET AIRLINE COMPANY LTD	S	40	0	0	22.5	22.5	27.5	12.5	10.0	5.0	0.0	0.0	0.0	0.0	0.0	13	70.4	16	27	
<b>ISLE OF MAN</b>	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	
<b>ISLE OF MAN</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	0.0	17	1	
<b>TOTAL ISLE OF MAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>22.5</b>	<b>27.5</b>	<b>12.5</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>13</b>	<b>69.0</b>	<b>16</b>	<b>29</b>	
<b>JERSEY</b>	EASYJET AIRLINE COMPANY LTD	S	59	0	1	3.3	18.3	25.0	20.0	11.7	20.0	0.0	0.0	0.0	0.0	1.7	28	72.7	17	44	
<b>TOTAL JERSEY</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>3.3</b>	<b>18.3</b>	<b>25.0</b>	<b>20.0</b>	<b>11.7</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>28</b>	<b>72.7</b>	<b>17</b>	<b>44</b>		
<b>LEEDS BRADFORD</b>	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	100.0	0	1	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	32	7
<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>28.6</b>	<b>32</b>	<b>7</b>
NEWCASTLE	EASYJET AIRLINE COMPANY 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	28	0.0	0	0
<b>TOTAL NEWCASTLE</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	50.0	24	4
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>50.0</b>	<b>24</b>	<b>4</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	4	0	0	25.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	50.0	35	2
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	0.0	113	1
STANSTED	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	0	50.0	18	2
STANSTED	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	125	1
<b>TOTAL STANSTED</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>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>33.3</b>	<b>57</b>	<b>6</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	100.0	0	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>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>783</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>27.9</b>	<b>28.5</b>	<b>12.7</b>	<b>13.8</b>	<b>10.8</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>22</b>	<b>66.8</b>	<b>19</b>	<b>779</b>
<b>Unknown</b>																				
Unknown	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
Unknown	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	21	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>50.0</b>	<b>11</b>	<b>2</b>
<b>TOTAL Unknown</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>11</b>	<b>2</b>
<b>USA</b>																				
LOS ANGELES INTERNATIONAL	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
NEW YORK (LA GUARDIA)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL NEW YORK (LA GUARDIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
ROCHESTER (USA)	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 ROCHESTER (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>11</b>	<b>1</b>
TETERBORO	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL TETERBORO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
TRENTON MERCER	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	8	2

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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
TOTAL TRENTON MERCER			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2
WASHINGTON (DULLES)	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
TOTAL WASHINGTON (DULLES)			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
WILMINGTON ( NORTH CAROLINA )	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	1
TOTAL WILMINGTON ( NORTH CAROLINA )			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
TOTAL USA			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
TOTAL LUTON			9514	0	97	4.1	18.0	35.3	15.2	14.9	8.8	1.8	0.8	0.0	0.0	1.0	25	70.1	18	9625



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	FLYBE LTD	C	18	0	0	0.0	0.0	27.8	16.7	38.9	11.1	0.0	5.6	0.0	0.0	0.0	42	68.8	13	16	
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>16.7</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>68.8</b>	<b>13</b>	<b>16</b>	
SALZBURG	FLYBE LTD	C	20	0	0	0.0	5.0	35.0	10.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
SALZBURG	TUI AIRWAYS LTD	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	18	93.8	4	16	
<b>TOTAL SALZBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>32.1</b>	<b>14.3</b>	<b>35.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
VIENNA	AUSTRIAN AIRLINES	S	58	0	2	0.0	20.0	48.3	18.3	6.7	0.0	3.3	0.0	0.0	0.0	3.3	15	72.9	18	58	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	22	0	2	0.0	45.8	29.2	4.2	12.5	0.0	0.0	0.0	0.0	0.0	8.3	8	73.1	22	26	
VIENNA	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>82</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>26.7</b>	<b>43.0</b>	<b>14.0</b>	<b>9.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>14</b>	<b>72.9</b>	<b>19</b>	<b>84</b>	
<b>TOTAL AUSTRIA</b>			<b>128</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>19.7</b>	<b>38.6</b>	<b>14.4</b>	<b>18.9</b>	<b>1.5</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>22</b>	<b>75.2</b>	<b>16</b>	<b>116</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	23.5	41.2	17.6	0.0	0.0	11.8	5.9	0.0	0.0	0.0	0.0	18	94.4	2	18	
<b>TOTAL BRIDGETOWN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</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>18</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>TOTAL BARBADOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>41.2</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</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>18</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	3	8	
<b>TOTAL MINSK INT'L</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>TOTAL BELARUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	159	0	4	0.0	8.6	47.2	17.2	16.0	7.4	1.2	0.0	0.0	0.0	2.5	23	57.9	19	164	
<b>TOTAL BRUSSELS</b>			<b>159</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>8.6</b>	<b>47.2</b>	<b>17.2</b>	<b>16.0</b>	<b>7.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>23</b>	<b>57.6</b>	<b>19</b>	<b>164</b>	
CHARLEROI	RYANAIR	S	100	0	2	2.0	25.5	41.2	10.8	16.7	1.0	0.0	1.0	0.0	0.0	2.0	15	81.7	9	104	
<b>TOTAL CHARLEROI</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>25.5</b>	<b>41.2</b>	<b>10.8</b>	<b>16.7</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>81.7</b>	<b>9</b>	<b>104</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>7</b>	<b>0.8</b>	<b>15.0</b>	<b>44.7</b>	<b>14.7</b>	<b>16.2</b>	<b>4.9</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>66.9</b>	<b>15</b>	<b>268</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	28	0	0	0.0	42.9	35.7	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	96.2	4	26	
BURGAS	THOMAS COOK AIRLINES LTD	S	34	0	0	11.8	17.6	41.2	2.9	14.7	0.0	11.8	0.0	0.0	0.0	0.0	27	75.8	23	33	
BURGAS	TUI AIRWAYS LTD	C	34	0	0	0.0	11.8	44.1	14.7	14.7	5.9	5.9	2.9	0.0	0.0	0.0	32	68.6	17	35	
<b>TOTAL BURGAS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>22.9</b>	<b>40.6</b>	<b>11.5</b>	<b>11.5</b>	<b>2.1</b>	<b>6.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>78.7</b>	<b>15</b>	<b>94</b>	
SOFIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	19.2	57.7	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	10	73.5	16	34	
<b>TOTAL SOFIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>57.7</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>10</b>	<b>73.5</b>	<b>16</b>	<b>34</b>	
VARNA	BH AIR	C	10	0	0	10.0	20.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	7	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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									
VARNA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
VARNA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	20.0	30.0	0.0	0.0	20.0	0.0	0.0	0.0	64	0.0	0	0	
<b>TOTAL VARNA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>10.7</b>	<b>39.3</b>	<b>25.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
<b>TOTAL BULGARIA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>20.0</b>	<b>43.3</b>	<b>15.3</b>	<b>10.7</b>	<b>1.3</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>78.5</b>	<b>15</b>	<b>135</b>	
<b>CANADA</b>																					
IQALUIT	FAI FLIGHT- AMBULANCE SERVICE	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 IQALUIT</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>	
TORONTO	AIR CANADA	S	24	0	0	0.0	20.8	12.5	16.7	29.2	16.7	0.0	4.2	0.0	0.0	0.0	45	40.9	49	22	
TORONTO	AIR TRANSAT	S	42	0	0	2.4	14.3	35.7	21.4	14.3	7.1	0.0	4.8	0.0	0.0	0.0	35	76.2	13	42	
<b>TOTAL TORONTO</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>16.7</b>	<b>27.3</b>	<b>19.7</b>	<b>19.7</b>	<b>10.6</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>64.1</b>	<b>26</b>	<b>64</b>	
VANCOUVER	AIR TRANSAT	S	26	0	0	0.0	7.7	50.0	23.1	19.2	0.0	0.0	0.0	0.0	0.0	0.0	16	62.5	18	24	
<b>TOTAL VANCOUVER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>50.0</b>	<b>23.1</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>62.5</b>	<b>18</b>	<b>24</b>	
<b>TOTAL CANADA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>14.0</b>	<b>33.3</b>	<b>21.5</b>	<b>19.4</b>	<b>7.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>63.6</b>	<b>24</b>	<b>88</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	24	0	0	8.3	16.7	45.8	12.5	8.3	0.0	0.0	8.3	0.0	0.0	0.0	24	65.4	16	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>45.8</b>	<b>12.5</b>	<b>8.3</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>24</b>	<b>65.4</b>	<b>16</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	40.0	35	10	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	16	0	0	0.0	0.0	25.0	31.3	25.0	6.3	12.5	0.0	0.0	0.0	0.0	42	41.2	32	17	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</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>42</b>	<b>40.7</b>	<b>33</b>	<b>27</b>	
<b>TOTAL CAPE VERDE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>37.5</b>	<b>20.0</b>	<b>15.0</b>	<b>2.5</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>52.8</b>	<b>25</b>	<b>53</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	34	0	0	8.8	41.2	17.6	5.9	11.8	11.8	2.9	0.0	0.0	0.0	0.0	21	90.9	8	44	
<b>TOTAL BEIJING</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</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>21</b>	<b>90.9</b>	<b>8</b>	<b>44</b>	
<b>TOTAL CHINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</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>21</b>	<b>90.9</b>	<b>8</b>	<b>44</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	27.8	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
DUBROVNIK	JET2.COM LTD	S	34	0	0	8.8	14.7	44.1	14.7	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	91.2	6	34	
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	54.2	20	24	
DUBROVNIK	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
DUBROVNIK	TUI AIRWAYS LTD	S	16	0	0	6.3	25.0	37.5	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	72.2	9	18	
<b>TOTAL DUBROVNIK</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>20.2</b>	<b>38.1</b>	<b>14.3</b>	<b>17.9</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>17</b>	<b>75.0</b>	<b>11</b>	<b>76</b>	
PULA	JET2.COM LTD	S	24	0	0	8.3	16.7	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	88.5	7	26	
PULA	TUI AIRWAYS LTD	C	18	0	0	5.6	27.8	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	16	
<b>TOTAL PULA</b>			<b>42</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>9</b>	<b>92.9</b>	<b>5</b>	<b>42</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	26	0	0	11.5	15.4	34.6	3.8	19.2	11.5	3.8	0.0	0.0	0.0	0.0	28	50.0	30	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	JET2.COM LTD	S	26	0	0	7.7	26.9	30.8	19.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	84.6	10	26
SPLIT	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	19.2	50.0	19.2	3.8	3.8	3.8	0.0	0.0	0.0	20	94.4	6	18	
SPLIT	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	23	10	
<b>TOTAL SPLIT</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>22.9</b>	<b>40.6</b>	<b>13.5</b>	<b>8.3</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.6</b>	<b>15</b>	<b>70</b>	
ZADAR	RYANAIR	S	18	0	0	0.0	11.1	33.3	16.7	11.1	27.8	0.0	0.0	0.0	0.0	35	56.3	26	16	
ZADAR	TITAN AIRWAYS LTD	C	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	20	8	
<b>TOTAL ZADAR</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>39.1</b>	<b>21.7</b>	<b>8.7</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>54.2</b>	<b>24</b>	<b>24</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	93.8	4	16	
<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</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>TOTAL CROATIA</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>20.4</b>	<b>41.2</b>	<b>14.7</b>	<b>11.4</b>	<b>6.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.5</b>	<b>12</b>	<b>228</b>	
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	7	0	0	28.6	28.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.1	24	16	
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>28.6</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>61.1</b>	<b>24</b>	<b>16</b>	
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	17	0	0	17.6	17.6	29.4	0.0	5.9	5.9	17.6	5.9	0.0	0.0	48	73.7	29	19	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>17.6</b>	<b>29.4</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>73.7</b>	<b>29</b>	<b>19</b>	
SANTA CLARA	THOMAS COOK AIRLINES LTD	S	9	0	0	11.1	0.0	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	24	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	25.0	67	8	
<b>TOTAL SANTA CLARA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>0.0</b>	<b>55.6</b>	<b>11.1</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>24</b>	<b>25.0</b>	<b>67</b>	<b>8</b>	
VARADERO	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	10.0	10.0	20.0	40.0	10.0	0.0	0.0	0.0	56	33.3	51	9	
<b>TOTAL VARADERO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>33.3</b>	<b>51</b>	<b>9</b>	
<b>TOTAL CUBA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>14.0</b>	<b>32.6</b>	<b>4.7</b>	<b>7.0</b>	<b>16.3</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>55.6</b>	<b>37</b>	<b>52</b>	
<b>CYPRUS</b>																				
LARNACA	COBALT	S	18	0	0	5.6	27.8	38.9	22.2	0.0	5.6	0.0	0.0	0.0	0.0	10	77.8	7	18	
LARNACA	JET2.COM LTD	S	35	0	0	11.4	20.0	31.4	17.1	5.7	14.3	0.0	0.0	0.0	0.0	20	79.4	11	34	
LARNACA	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	7.7	26.9	15.4	11.5	19.2	7.7	3.8	3.8	0.0	80	65.5	19	27	
LARNACA	TUI AIRWAYS LTD	C	41	0	0	4.9	9.8	39.0	31.7	12.2	2.4	0.0	0.0	0.0	0.0	17	45.7	41	35	
<b>TOTAL LARNACA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>15.0</b>	<b>34.2</b>	<b>22.5</b>	<b>8.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>31</b>	<b>65.5</b>	<b>22</b>	<b>114</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	5.0	5.0	26.7	23.3	15.0	18.3	3.3	3.3	0.0	0.0	40	50.8	23	60	
PAPHOS	JET2.COM LTD	S	52	0	0	9.6	25.0	26.9	23.1	13.5	1.9	0.0	0.0	0.0	0.0	14	82.4	13	51	
PAPHOS	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	0.0	35.3	11.8	17.6	23.5	0.0	5.9	0.0	0.0	45	60.9	26	23	
PAPHOS	TUI AIRWAYS LTD	C	41	0	0	2.4	9.8	26.8	17.1	31.7	12.2	0.0	0.0	0.0	0.0	30	56.9	43	51	
PAPHOS	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	10	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>11.7</b>	<b>28.1</b>	<b>20.5</b>	<b>18.7</b>	<b>12.3</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>62.2</b>	<b>26</b>	<b>185</b>	
<b>TOTAL CYPRUS</b>			<b>291</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>13.1</b>	<b>30.6</b>	<b>21.3</b>	<b>14.4</b>	<b>11.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>30</b>	<b>63.5</b>	<b>24</b>	<b>299</b>	
<b>CZECH REPUBLIC</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	3.8	40.4	26.9	19.2	9.6	0.0	0.0	0.0	0.0	0.0	24	67.3	27	52	
PRAGUE	JET2.COM LTD	S	34	0	0	0.0	2.9	58.8	14.7	17.6	0.0	0.0	5.9	0.0	0.0	0.0	36	72.2	22	36	
<b>TOTAL PRAGUE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.5</b>	<b>47.7</b>	<b>22.1</b>	<b>18.6</b>	<b>5.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>69.3</b>	<b>25</b>	<b>88</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.5</b>	<b>47.7</b>	<b>22.1</b>	<b>18.6</b>	<b>5.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>69.3</b>	<b>25</b>	<b>88</b>	
<b>DENMARK</b>																					
AARHUS (TIRSTRUP)	DANISH AIR TRANSPORT	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 AARHUS (TIRSTRUP)</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>	
BILLUND	BRITISH AIRWAYS PLC	S	96	0	0	4.2	54.2	33.3	5.2	1.0	2.1	0.0	0.0	0.0	0.0	0.0	5	92.4	4	92	
<b>TOTAL BILLUND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>33.3</b>	<b>5.2</b>	<b>1.0</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>5</b>	<b>92.4</b>	<b>4</b>	<b>92</b>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	92	0	2	7.4	35.1	31.9	5.3	11.7	2.1	3.2	0.0	1.1	0.0	2.1	19	58.0	29	86	
COPENHAGEN	SAS	S	138	0	8	0.7	23.3	45.9	13.7	8.2	2.7	0.0	0.0	0.0	0.0	5.5	12	67.6	16	132	
<b>TOTAL COPENHAGEN</b>			<b>230</b>	<b>0</b>	<b>10</b>	<b>3.3</b>	<b>27.9</b>	<b>40.4</b>	<b>10.4</b>	<b>9.6</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>4.2</b>	<b>15</b>	<b>63.8</b>	<b>21</b>	<b>218</b>	
<b>TOTAL DENMARK</b>			<b>327</b>	<b>0</b>	<b>10</b>	<b>3.6</b>	<b>35.3</b>	<b>38.3</b>	<b>9.2</b>	<b>7.1</b>	<b>2.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>72.2</b>	<b>16</b>	<b>310</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUERTO PLATA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	0.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	61	100.0	2	8	
<b>TOTAL PUERTO PLATA</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>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>61</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	39	9	
PUNTA CANA	THOMAS COOK AIRLINES LTD	S	27	0	0	11.1	7.4	25.9	3.7	29.6	14.8	7.4	0.0	0.0	0.0	0.0	41	50.0	33	9	
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	50.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	66.7	24	18	
<b>TOTAL PUNTA CANA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>11.1</b>	<b>35.6</b>	<b>11.1</b>	<b>17.8</b>	<b>13.3</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>62.2</b>	<b>30</b>	<b>36</b>	
<b>TOTAL DOMINICAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>11.3</b>	<b>34.0</b>	<b>9.4</b>	<b>17.0</b>	<b>17.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>68.9</b>	<b>25</b>	<b>44</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	43	0	0	9.3	18.6	46.5	4.7	16.3	2.3	0.0	2.3	0.0	0.0	0.0	18	72.0	25	25	
HURGHADA	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	38.9	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	9	
<b>TOTAL HURGHADA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>18.0</b>	<b>44.3</b>	<b>13.1</b>	<b>14.8</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>17</b>	<b>79.4</b>	<b>19</b>	<b>34</b>	
<b>TOTAL EGYPT</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>18.0</b>	<b>44.3</b>	<b>13.1</b>	<b>14.8</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>17</b>	<b>79.4</b>	<b>19</b>	<b>34</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	118	0	2	3.3	26.7	49.2	10.8	6.7	1.7	0.0	0.0	0.0	0.0	1.7	10	83.3	8	120	
<b>TOTAL HELSINKI</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>26.7</b>	<b>49.2</b>	<b>10.8</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>1.7</b>	<b>10</b>	<b>83.3</b>	<b>8</b>	<b>120</b>	
<b>TOTAL FINLAND</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>26.7</b>	<b>49.2</b>	<b>10.8</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>1.7</b>	<b>10</b>	<b>83.3</b>	<b>8</b>	<b>120</b>	
<b>FRANCE</b>																					
BASTIA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	37	100.0	5	8	
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>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>37</b>	<b>100.0</b>	<b>5</b>	<b>8</b>	
BEAUVAIS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.7	19	26	
<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>57.7</b>	<b>19</b>	<b>26</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
BERGERAC	JET2.COM LTD	S	10	0	0	10.0	20.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BERGERAC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>60.0</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BEZIERS	RYANAIR	S	18	0	0	0.0	5.6	50.0	5.6	16.7	16.7	5.6	0.0	0.0	0.0	0.0	38	54.2	25	24	
<b>TOTAL BEZIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>5.6</b>	<b>16.7</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>38</b>	<b>54.2</b>	<b>25</b>	<b>24</b>	
BORDEAUX	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	100.0	15	1	
<b>TOTAL BORDEAUX</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
CALVI	FLYBE LTD	C	8	0	0	0.0	0.0	12.5	0.0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	86	62.5	25	8	
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>86</b>	<b>62.5</b>	<b>25</b>	<b>8</b>	
CARCASSONNE	RYANAIR	S	18	0	0	0.0	11.1	55.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	65.4	17	26	
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.4</b>	<b>17</b>	<b>26</b>	
CHATEAUX DEOLS	AVION EXPRESS	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 CHATEAUX DEOLS</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>	
LA ROCHELLE	FLYBE LTD	S	10	0	0	0.0	0.0	30.0	10.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	54	50.0	19	8	
<b>TOTAL LA ROCHELLE</b>			<b>10</b>	<b>0</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>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>50.0</b>	<b>19</b>	<b>8</b>	
LIMOGES	RYANAIR	S	25	0	1	0.0	0.0	19.2	26.9	30.8	15.4	3.8	0.0	0.0	0.0	3.8	44	13.9	50	36	
<b>TOTAL LIMOGES</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>19.2</b>	<b>26.9</b>	<b>30.8</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>44</b>	<b>13.9</b>	<b>50</b>	<b>36</b>	
LYON	FLYBE LTD	S	42	0	0	0.0	9.5	47.6	11.9	16.7	2.4	4.8	7.1	0.0	0.0	0.0	38	63.3	29	60	
<b>TOTAL LYON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>47.6</b>	<b>11.9</b>	<b>16.7</b>	<b>2.4</b>	<b>4.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>63.3</b>	<b>29</b>	<b>60</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	10	0	8	0.0	22.2	11.1	5.6	5.6	11.1	0.0	0.0	0.0	0.0	44.4	30	87.5	5	16	
<b>TOTAL MARSEILLE</b>			<b>10</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</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>0.0</b>	<b>44.4</b>	<b>30</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
NANTES	FLYBE LTD	S	24	0	0	0.0	8.3	45.8	8.3	20.8	16.7	0.0	0.0	0.0	0.0	0.0	30	73.1	15	26	
<b>TOTAL NANTES</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>45.8</b>	<b>8.3</b>	<b>20.8</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>30</b>	<b>73.1</b>	<b>15</b>	<b>26</b>	
NICE	BRITISH AIRWAYS PLC	S	18	0	0	0.0	5.6	11.1	27.8	33.3	22.2	0.0	0.0	0.0	0.0	0.0	38	50.0	24	8	
NICE	JET2.COM LTD	S	44	0	0	0.0	9.1	54.5	15.9	9.1	9.1	2.3	0.0	0.0	0.0	0.0	23	90.5	8	42	
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.1</b>	<b>41.9</b>	<b>19.4</b>	<b>16.1</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>84.0</b>	<b>11</b>	<b>50</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	180	0	0	0.0	27.8	51.7	8.3	9.4	2.8	0.0	0.0	0.0	0.0	0.0	11	81.1	8	180	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	2.6	15.4	47.4	12.8	11.5	7.7	0.0	2.6	0.0	0.0	0.0	24	47.4	32	78	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	222	0	0	1.4	10.8	47.7	18.5	11.3	8.6	1.4	0.0	0.5	0.0	0.0	23	64.7	20	224	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>17.9</b>	<b>49.2</b>	<b>13.8</b>	<b>10.6</b>	<b>6.3</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.0</b>	<b>17</b>	<b>482</b>	
PERPIGNAN	AERO4M	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	
PERPIGNAN	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	100.0	5	2	
<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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
RENNES	FLYBE LTD	S	10	0	0	0.0	0.0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	98	37.5	44	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 RENNES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>98</b>	<b>37.5</b>	<b>44</b>	<b>8</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	60	0	0	1.7	23.3	43.3	5.0	6.7	3.3	5.0	10.0	1.7	0.0	0.0	49	58.3	30	60
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	77.8	8	18
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>23.3</b>	<b>43.3</b>	<b>5.0</b>	<b>6.7</b>	<b>3.3</b>	<b>5.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>62.8</b>	<b>25</b>	<b>78</b>
<b>TOTAL FRANCE</b>			<b>786</b>	<b>0</b>	<b>10</b>	<b>0.9</b>	<b>15.1</b>	<b>44.7</b>	<b>13.3</b>	<b>12.9</b>	<b>7.9</b>	<b>2.3</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>1.3</b>	<b>26</b>	<b>65.5</b>	<b>20</b>	<b>859</b>
<b>GERMANY</b>																				
BADEN BADEN	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	10	1
<b>TOTAL BADEN BADEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	108	0	2	10.0	32.7	33.6	7.3	10.0	2.7	0.9	0.9	0.0	0.0	1.8	13	81.3	17	110
BERLIN (SCHONEFELD)	PEOPLE'S VIENNALINE	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
BERLIN (SCHONEFELD)	RYANAIR	S	60	0	0	8.3	28.3	41.7	10.0	8.3	0.0	0.0	3.3	0.0	0.0	0.0	15	46.7	28	60
BERLIN (SCHONEFELD)	TRANSAVIA FRANCE	C	0	0	0	0.0	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 BERLIN (SCHONEFELD)</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>30.8</b>	<b>36.6</b>	<b>8.1</b>	<b>9.9</b>	<b>1.7</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>69.5</b>	<b>21</b>	<b>172</b>
BRAUNSCHWEIG	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	69	2
<b>TOTAL BRAUNSCHWEIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>69</b>	<b>2</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	12	0	2	0.0	0.0	7.1	50.0	14.3	14.3	0.0	0.0	0.0	0.0	14.3	40	37.5	24	16
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	57.1	21	24
COLOGNE BONN	RYANAIR	S	60	0	0	0.0	28.3	31.7	11.7	10.0	11.7	3.3	0.0	3.3	0.0	0.0	37	0.0	0	0
COLOGNE BONN	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 COLOGNE BONN</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.0</b>	<b>27.0</b>	<b>18.9</b>	<b>10.8</b>	<b>12.2</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>37</b>	<b>51.1</b>	<b>22</b>	<b>41</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	128	0	2	0.8	10.0	37.7	18.5	19.2	12.3	0.0	0.0	0.0	0.0	1.5	26	37.5	26	120
DUSSELDORF	FLYBE LTD	S	151	0	1	2.6	23.7	44.7	9.9	8.6	7.2	2.0	0.7	0.0	0.0	0.7	18	69.9	18	156
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	92.3	5	26
<b>TOTAL DUSSELDORF</b>			<b>279</b>	<b>0</b>	<b>3</b>	<b>1.8</b>	<b>17.4</b>	<b>41.5</b>	<b>13.8</b>	<b>13.5</b>	<b>9.6</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>58.9</b>	<b>20</b>	<b>302</b>
FRANKFURT MAIN	LUFTHANSA	S	279	0	3	0.4	11.7	55.0	16.7	12.4	2.5	0.4	0.0	0.0	0.0	1.1	15	82.1	9	226
FRANKFURT MAIN	RYANAIR	S	42	0	0	0.0	0.0	9.5	23.8	40.5	21.4	4.8	0.0	0.0	0.0	0.0	48	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>321</b>	<b>0</b>	<b>3</b>	<b>0.3</b>	<b>10.2</b>	<b>49.1</b>	<b>17.6</b>	<b>16.0</b>	<b>4.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>82.1</b>	<b>9</b>	<b>226</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	46	0	4	0.0	10.0	28.0	14.0	18.0	20.0	2.0	0.0	0.0	0.0	8.0	35	47.3	31	106
HAMBURG	EUROWINGS LUFTVERKEHRS	S	22	0	0	9.1	13.6	27.3	13.6	31.8	4.5	0.0	0.0	0.0	0.0	0.0	23	72.7	7	42
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	54.2	19	24
HAMBURG	RYANAIR	S	59	0	1	0.0	13.3	63.3	16.7	3.3	1.7	0.0	0.0	0.0	0.0	1.7	10	81.7	10	60
<b>TOTAL HAMBURG</b>			<b>127</b>	<b>0</b>	<b>5</b>	<b>1.5</b>	<b>12.1</b>	<b>43.9</b>	<b>15.2</b>	<b>13.6</b>	<b>9.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>21</b>	<b>61.3</b>	<b>20</b>	<b>232</b>
HANOVER	FLYBE LTD	S	50	0	0	0.0	18.0	28.0	10.0	22.0	14.0	4.0	4.0	0.0	0.0	0.0	38	55.0	39	60
<b>TOTAL HANOVER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.0</b>	<b>28.0</b>	<b>10.0</b>	<b>22.0</b>	<b>14.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>55.0</b>	<b>39</b>	<b>60</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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									
MUNICH	EASYJET AIRLINE COMPANY LTD	S	44	0	0	0.0	11.4	22.7	20.5	38.6	6.8	0.0	0.0	0.0	0.0	0.0	29	45.5	33	44	
MUNICH	FLYBE 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	88	0.0	0	0	
MUNICH	LUFTHANSA	S	167	0	0	0.6	15.0	51.5	18.0	7.8	7.2	0.0	0.0	0.0	0.0	0.0	17	82.6	11	172	
MUNICH	TRANSAVIA FRANCE	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	50.0	19	2	
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	10	1	
<b>TOTAL MUNICH</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>14.0</b>	<b>44.7</b>	<b>18.6</b>	<b>14.9</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>20</b>	<b>74.9</b>	<b>16</b>	<b>219</b>	
NUREMBERG	FAI FLIGHT- AMBULANCE SERVICE	S	2	0	1	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	54	0.0	0	0	
NUREMBERG	RYANAIR	S	44	0	0	9.1	18.2	38.6	22.7	9.1	2.3	0.0	0.0	0.0	0.0	0.0	13	91.7	6	60	
<b>TOTAL NUREMBERG</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>19.1</b>	<b>36.2</b>	<b>21.3</b>	<b>8.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>91.7</b>	<b>6</b>	<b>60</b>	
STUTTGART	RYANAIR	S	44	0	0	2.3	4.5	43.2	22.7	15.9	9.1	0.0	0.0	2.3	0.0	0.0	50	57.7	25	52	
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>4.5</b>	<b>43.2</b>	<b>22.7</b>	<b>15.9</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>57.7</b>	<b>25</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>1324</b>	<b>0</b>	<b>16</b>	<b>2.2</b>	<b>16.3</b>	<b>42.0</b>	<b>15.6</b>	<b>14.0</b>	<b>7.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>22</b>	<b>68.0</b>	<b>18</b>	<b>1367</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	11.5	42.3	26.9	0.0	11.5	3.8	0.0	0.0	0.0	0.0	22	56.3	52	16	
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	83.3	9	42	
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>42.3</b>	<b>26.9</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>22</b>	<b>75.9</b>	<b>21</b>	<b>58</b>	
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>42.3</b>	<b>26.9</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>22</b>	<b>75.9</b>	<b>21</b>	<b>58</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	20	0	0	0.0	35.0	45.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	9	54.5	22	22	
ATHENS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	5.9	23.5	29.4	20.6	17.6	2.9	0.0	0.0	0.0	0.0	37	82.4	14	34	
<b>TOTAL ATHENS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>31.5</b>	<b>24.1</b>	<b>14.8</b>	<b>11.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>71.4</b>	<b>17</b>	<b>56</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	25.0	31	8	
CHANIA	RYANAIR	S	25	0	1	0.0	0.0	34.6	15.4	34.6	11.5	0.0	0.0	0.0	0.0	3.8	33	37.5	28	16	
CHANIA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	33.3	16.7	27.8	16.7	0.0	0.0	0.0	0.0	0.0	31	50.0	21	18	
<b>TOTAL CHANIA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>2.3</b>	<b>34.1</b>	<b>15.9</b>	<b>31.8</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>32</b>	<b>40.5</b>	<b>26</b>	<b>42</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	44	0	0	0.0	2.3	25.0	13.6	38.6	15.9	4.5	0.0	0.0	0.0	0.0	41	70.6	23	34	
CORFU	EUROPE AIRPOST	C	8	0	0	0.0	0.0	62.5	0.0	0.0	12.5	0.0	25.0	0.0	0.0	0.0	97	75.0	11	8	
CORFU	JET2.COM LTD	S	24	0	0	0.0	29.2	50.0	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	8	61.1	26	18	
CORFU	RYANAIR	S	16	0	0	0.0	0.0	18.8	18.8	43.8	12.5	6.3	0.0	0.0	0.0	0.0	48	44.4	26	18	
CORFU	THOMAS COOK AIRLINES LTD	S	24	0	0	4.2	16.7	41.7	0.0	16.7	20.8	0.0	0.0	0.0	0.0	0.0	23	80.0	9	35	
CORFU	TUI AIRWAYS LTD	C	28	0	0	0.0	10.7	42.9	21.4	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	71.1	22	38	
<b>TOTAL CORFU</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>10.4</b>	<b>36.8</b>	<b>13.2</b>	<b>25.0</b>	<b>10.4</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>68.9</b>	<b>19</b>	<b>151</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	35	0	0	0.0	5.7	31.4	14.3	25.7	22.9	0.0	0.0	0.0	0.0	0.0	35	51.4	33	35	
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	62.5	13	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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	EUROPE AIRPOST	C	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	10	9
HERAKLION	JET2.COM LTD	S	44	0	1	8.9	6.7	26.7	22.2	17.8	13.3	2.2	0.0	0.0	0.0	2.2	30	57.1	21	42
HERAKLION	THOMAS COOK AIRLINES LTD	S	34	0	0	0.0	17.6	38.2	14.7	8.8	8.8	5.9	0.0	5.9	0.0	0.0	52	67.6	19	34
HERAKLION	TUI AIRWAYS LTD	C	35	0	0	0.0	5.7	40.0	20.0	17.1	17.1	0.0	0.0	0.0	0.0	0.0	30	60.0	51	35
HERAKLION	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
<b>TOTAL HERAKLION</b>			<b>156</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>9.6</b>	<b>34.4</b>	<b>18.5</b>	<b>16.6</b>	<b>14.6</b>	<b>1.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>35</b>	<b>60.4</b>	<b>29</b>	<b>164</b>
KALAMATA	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	12.5	37.5	6.3	0.0	37.5	6.3	0.0	0.0	0.0	0.0	47	75.0	13	8
<b>TOTAL KALAMATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>75.0</b>	<b>13</b>	<b>8</b>
KAVALA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	40.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	87	90.0	5	10
KAVALA	TUI AIRWAYS LTD	C	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	75.0	31	8
<b>TOTAL KAVALA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>83.3</b>	<b>16</b>	<b>18</b>
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	27.8	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	42	77.8	10	18
KEFALLINIA	EUROPE AIRPOST	C	8	0	0	0.0	0.0	0.0	12.5	12.5	25.0	50.0	0.0	0.0	0.0	0.0	97	0.0	70	8
KEFALLINIA	FLYBE LTD	C	10	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	22	8
KEFALLINIA	JET2.COM LTD	S	25	0	1	7.7	23.1	23.1	30.8	7.7	3.8	0.0	0.0	0.0	0.0	3.8	14	87.5	6	16
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	55.6	0.0	5.6	0.0	0.0	11.1	0.0	0.0	0.0	29	56.3	32	16
KEFALLINIA	TUI AIRWAYS LTD	C	32	0	0	0.0	6.3	40.6	25.0	9.4	18.8	0.0	0.0	0.0	0.0	0.0	28	76.5	18	34
<b>TOTAL KEFALLINIA</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>15.2</b>	<b>33.9</b>	<b>22.3</b>	<b>9.8</b>	<b>8.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>32</b>	<b>69.0</b>	<b>22</b>	<b>100</b>
KOS	EUROPE AIRPOST	C	9	0	0	0.0	0.0	44.4	11.1	0.0	22.2	11.1	11.1	0.0	0.0	0.0	73	87.5	7	16
KOS	JET2.COM LTD	S	25	0	0	0.0	8.0	32.0	36.0	16.0	4.0	0.0	0.0	4.0	0.0	0.0	40	62.5	17	16
KOS	THOMAS COOK AIRLINES LTD	S	32	0	0	0.0	6.3	34.4	15.6	12.5	12.5	6.3	0.0	12.5	0.0	0.0	87	69.2	26	26
KOS	TUI AIRWAYS LTD	C	33	0	0	6.1	9.1	24.2	21.2	15.2	21.2	3.0	0.0	0.0	0.0	0.0	35	53.1	20	32
<b>TOTAL KOS</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>7.1</b>	<b>31.3</b>	<b>22.2</b>	<b>13.1</b>	<b>14.1</b>	<b>4.0</b>	<b>1.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>65.6</b>	<b>19</b>	<b>90</b>
MIKONOS	BRITISH AIRWAYS PLC	S	10	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	50	30.0	62	10
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	5.6	38.9	0.0	16.7	27.8	0.0	11.1	0.0	0.0	0.0	52	31.3	32	16
MIKONOS	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	0.0	0.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	60	61.1	26	18
<b>TOTAL MIKONOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>2.8</b>	<b>19.4</b>	<b>2.8</b>	<b>33.3</b>	<b>27.8</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>43.2</b>	<b>36</b>	<b>44</b>
MYTILINI	THOMAS COOK AIRLINES LTD	S	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	12	0.0	0	0
<b>TOTAL MYTILINI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PREVEZA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	6.3	31.3	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	25.0	37	16
PREVEZA	EUROPE AIRPOST	C	9	0	0	0.0	0.0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	47	90.0	8	10
PREVEZA	FLYBE LTD	C	8	0	0	0.0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	25.0	62	8
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	75.0	13	16
PREVEZA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	33.3	11.1	11.1	22.2	5.6	0.0	0.0	0.0	0.0	37	37.5	69	8
PREVEZA	TUI AIRWAYS LTD	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	21	100.0	1	8



**CAA AIRLINE/AIRPORT REPORTING SYSTEM**

**ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018**

**Reporting Airport: MANCHESTER (Full Analysis)**

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 PREVEZA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.2</b>	<b>35.6</b>	<b>15.3</b>	<b>15.3</b>	<b>22.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>57.6</b>	<b>29</b>	<b>66</b>
<b>RHODES</b>	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	36	8
<b>RHODES</b>	EUROPE AIRPOST	C	18	0	0	0.0	16.7	38.9	22.2	5.6	16.7	0.0	0.0	0.0	0.0	0.0	28	63.6	186	9
<b>RHODES</b>	JET2.COM LTD	S	50	0	0	6.0	18.0	30.0	20.0	16.0	10.0	0.0	0.0	0.0	0.0	0.0	22	77.1	10	35
<b>RHODES</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	87.5	8	16
<b>RHODES</b>	RYANAIR	S	18	0	0	5.6	11.1	38.9	16.7	11.1	0.0	5.6	11.1	0.0	0.0	0.0	46	0.0	0	0
<b>RHODES</b>	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	8.0	28.0	16.0	16.0	24.0	8.0	0.0	0.0	0.0	0.0	43	36.0	52	25
<b>RHODES</b>	TUI AIRWAYS LTD	C	43	0	0	7.0	14.0	16.3	7.0	25.6	20.9	7.0	2.3	0.0	0.0	0.0	45	48.5	26	33
<b>TOTAL RHODES</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>14.3</b>	<b>27.9</b>	<b>15.6</b>	<b>16.9</b>	<b>14.9</b>	<b>3.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>57.8</b>	<b>36</b>	<b>126</b>
<b>SALONIKA</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	23	26
<b>SALONIKA</b>	JET2.COM LTD	S	26	0	0	0.0	15.4	38.5	7.7	23.1	11.5	0.0	0.0	3.8	0.0	0.0	81	64.7	28	16
<b>SALONIKA</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	12.5	25.0	31.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>SALONIKA</b>	TUI AIRWAYS LTD	C	16	0	0	6.3	25.0	37.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	7	18
<b>TOTAL SALONIKA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>21.4</b>	<b>42.9</b>	<b>13.1</b>	<b>15.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>67.2</b>	<b>19</b>	<b>60</b>
<b>SKIATHOS</b>	EUROPE AIRPOST	C	10	0	0	0.0	20.0	40.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	24	20.0	39	10
<b>SKIATHOS</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	19.2	15.4	34.6	7.7	11.5	3.8	3.8	3.8	0.0	0.0	0.0	24	61.5	26	26
<b>SKIATHOS</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	28	77.8	8	18
<b>TOTAL SKIATHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>11.1</b>	<b>42.6</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>59.3</b>	<b>22</b>	<b>54</b>
<b>THIRA (SANTORINI)</b>	EASYJET AIRLINE COMPANY LTD	S	25	0	0	0.0	4.0	24.0	28.0	24.0	16.0	4.0	0.0	0.0	0.0	0.0	37	58.3	29	24
<b>THIRA (SANTORINI)</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	15.4	26.9	11.5	19.2	15.4	11.5	0.0	0.0	0.0	0.0	43	25.0	65	16
<b>THIRA (SANTORINI)</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	43.8	0.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	24	50.0	15	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.4</b>	<b>29.9</b>	<b>14.9</b>	<b>25.4</b>	<b>13.4</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>45.8</b>	<b>39</b>	<b>48</b>
<b>ZAKINTHOS</b>	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	22	10
<b>ZAKINTHOS</b>	EUROPE AIRPOST	C	16	0	0	0.0	0.0	31.3	25.0	6.3	31.3	6.3	0.0	0.0	0.0	0.0	43	50.0	28	8
<b>ZAKINTHOS</b>	JET2.COM LTD	S	34	0	0	0.0	11.8	44.1	29.4	14.7	0.0	0.0	0.0	0.0	0.0	0.0	15	79.2	32	24
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	40	0	0	0.0	10.0	42.5	15.0	12.5	17.5	2.5	0.0	0.0	0.0	0.0	30	50.0	47	52
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	34	0	0	0.0	2.9	32.4	29.4	20.6	8.8	2.9	2.9	0.0	0.0	0.0	33	67.6	14	34
<b>TOTAL ZAKINTHOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.3</b>	<b>38.7</b>	<b>24.2</b>	<b>14.5</b>	<b>12.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>59.4</b>	<b>32</b>	<b>128</b>
<b>TOTAL GREECE</b>			<b>1229</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>11.1</b>	<b>34.7</b>	<b>17.0</b>	<b>17.2</b>	<b>13.1</b>	<b>2.6</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>35</b>	<b>61.4</b>	<b>26</b>	<b>1155</b>
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	60	0	0	16.7	41.7	25.0	5.0	8.3	3.3	0.0	0.0	0.0	0.0	0.0	9	72.7	25	44
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>25.0</b>	<b>5.0</b>	<b>8.3</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>9</b>	<b>72.7</b>	<b>25</b>	<b>44</b>
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>25.0</b>	<b>5.0</b>	<b>8.3</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>9</b>	<b>72.7</b>	<b>25</b>	<b>44</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	JET2.COM LTD	S	34	0	0	2.9	14.7	47.1	11.8	11.8	2.9	5.9	2.9	0.0	0.0	0.0	30	88.9	6	36

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

			NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	15 m early													
BUDAPEST	RYANAIR	S	34	0	0	0.0	8.8	29.4	32.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	24	64.7	14	34
<b>TOTAL BUDAPEST</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>11.8</b>	<b>38.2</b>	<b>22.1</b>	<b>17.6</b>	<b>4.4</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>77.1</b>	<b>10</b>	<b>70</b>
<b>TOTAL HUNGARY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>11.8</b>	<b>38.2</b>	<b>22.1</b>	<b>17.6</b>	<b>4.4</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>77.1</b>	<b>10</b>	<b>70</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	25.0	25.0	18.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	81.3	22	16
KEFLAVIK	ICELANDAIR	S	42	0	0	0.0	16.7	50.0	21.4	11.9	0.0	0.0	0.0	0.0	0.0	0.0	13	61.4	24	44
<b>TOTAL KEFLAVIK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>19.0</b>	<b>43.1</b>	<b>20.7</b>	<b>15.5</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>66.7</b>	<b>23</b>	<b>60</b>
<b>TOTAL ICELAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>19.0</b>	<b>43.1</b>	<b>20.7</b>	<b>15.5</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>66.7</b>	<b>23</b>	<b>60</b>
<b>IRAQ</b>																				
BAGHDAD (GECA)	IRAQI AIRWAYS	S	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	16	100.0	0	8
<b>TOTAL BAGHDAD (GECA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>TOTAL IRAQ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	154	0	1	13.5	35.5	32.9	10.3	6.5	0.0	0.0	0.6	0.0	0.0	0.6	8	89.0	5	164
<b>TOTAL CORK</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>13.5</b>	<b>35.5</b>	<b>32.9</b>	<b>10.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>89.0</b>	<b>5</b>	<b>164</b>
DUBLIN	AER LINGUS	S	286	0	4	4.5	26.9	36.9	14.1	10.7	4.5	1.0	0.0	0.0	1.4	15	83.2	7	292	
DUBLIN	BRITISH AIRWAYS PLC	S	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
DUBLIN	RYANAIR	S	318	0	0	2.5	17.0	33.3	18.9	17.0	6.6	3.1	1.6	0.0	0.0	0.0	28	68.5	17	302
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	100.0	0	1	
<b>TOTAL DUBLIN</b>			<b>613</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>22.0</b>	<b>34.8</b>	<b>16.5</b>	<b>14.1</b>	<b>5.5</b>	<b>2.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>75.8</b>	<b>13</b>	<b>595</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	60	0	0	3.3	28.3	45.0	6.7	5.0	11.7	0.0	0.0	0.0	0.0	0.0	16	73.8	16	42
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>28.3</b>	<b>45.0</b>	<b>6.7</b>	<b>5.0</b>	<b>11.7</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>73.8</b>	<b>16</b>	<b>42</b>
SHANNON	RYANAIR	S	50	0	0	2.0	26.0	38.0	18.0	8.0	6.0	2.0	0.0	0.0	0.0	18	63.9	16	36	
<b>TOTAL SHANNON</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>26.0</b>	<b>38.0</b>	<b>18.0</b>	<b>8.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>63.9</b>	<b>16</b>	<b>36</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>877</b>	<b>0</b>	<b>5</b>	<b>5.1</b>	<b>25.1</b>	<b>35.4</b>	<b>14.9</b>	<b>11.8</b>	<b>5.0</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>77.8</b>	<b>11</b>	<b>837</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	62.5	15	8	
<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</b>	<b>62.5</b>	<b>15</b>	<b>8</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</b>	<b>62.5</b>	<b>15</b>	<b>8</b>	
<b>ISRAEL</b>																				
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	0.0	17.6	17.6	23.5	35.3	5.9	0.0	0.0	0.0	51	16.7	56	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	61.5	15	26	
<b>TOTAL TEL AVIV</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>43.2</b>	<b>32</b>	<b>44</b>	
<b>TOTAL ISRAEL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>17.6</b>	<b>23.5</b>	<b>35.3</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>43.2</b>	<b>32</b>	<b>44</b>	
<b>ITALY</b>																				

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
ALGERO (FERTILIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	50.0	0.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	38	75.0	48	8	
<b>TOTAL ALGERO (FERTILIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>20.0</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>38</b>	<b>75.0</b>	<b>48</b>	<b>8</b>	
BARI (PALESE)	TITAN AIRWAYS 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	79	0.0	0	0	
<b>TOTAL BARI (PALESE)</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>79</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BERGAMO	RYANAIR	S	84	0	0	1.2	6.0	33.3	19.0	22.6	14.3	1.2	2.4	0.0	0.0	0.0	36	71.1	17	76	
<b>TOTAL BERGAMO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>6.0</b>	<b>33.3</b>	<b>19.0</b>	<b>22.6</b>	<b>14.3</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>71.1</b>	<b>17</b>	<b>76</b>	
BOLOGNA	RYANAIR	S	42	0	2	0.0	2.3	36.4	13.6	22.7	18.2	2.3	0.0	0.0	0.0	4.5	36	34.6	39	26	
<b>TOTAL BOLOGNA</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>2.3</b>	<b>36.4</b>	<b>13.6</b>	<b>22.7</b>	<b>18.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>36</b>	<b>34.6</b>	<b>39</b>	<b>26</b>	
BRINDISI	RYANAIR	S	18	0	0	0.0	0.0	27.8	11.1	50.0	11.1	0.0	0.0	0.0	0.0	0.0	35	61.1	41	18	
<b>TOTAL BRINDISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>11.1</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>35</b>	<b>61.1</b>	<b>41</b>	<b>18</b>	
CAGLIARI (ELMAS)	RYANAIR	S	16	0	0	0.0	12.5	31.3	12.5	0.0	37.5	6.3	0.0	0.0	0.0	0.0	52	0.0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	32	0	2	0.0	14.7	29.4	11.8	23.5	11.8	0.0	0.0	2.9	0.0	5.9	40	53.8	44	26	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	0.0	12.5	25.0	50.0	0.0	0.0	0.0	0.0	0.0	60	50.0	41	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>23.8</b>	<b>11.9</b>	<b>23.8</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>4.8</b>	<b>44</b>	<b>52.9</b>	<b>43</b>	<b>34</b>	
FLORENCE	BRITISH AIRWAYS PLC	S	10	0	0	0.0	10.0	20.0	10.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL FLORENCE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</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>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	22	0	0	4.5	9.1	40.9	22.7	13.6	9.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL GENOA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>9.1</b>	<b>40.9</b>	<b>22.7</b>	<b>13.6</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	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	5	0.0	0	0	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	56	0	2	0.0	6.9	34.5	20.7	22.4	6.9	1.7	1.7	1.7	0.0	3.4	40	52.5	25	61	
MILAN (MALPENSA)	FLYBE LTD	S	58	0	2	1.7	3.3	46.7	15.0	20.0	5.0	3.3	1.7	0.0	0.0	3.3	28	58.3	27	101	
<b>TOTAL MILAN (MALPENSA)</b>			<b>115</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>5.0</b>	<b>41.2</b>	<b>17.6</b>	<b>21.0</b>	<b>5.9</b>	<b>2.5</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>3.4</b>	<b>33</b>	<b>56.1</b>	<b>26</b>	<b>162</b>	
NAPLES	JET2.COM LTD	S	26	0	0	15.4	26.9	46.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	14	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	57.7	22	26	
NAPLES	RYANAIR	S	34	0	0	0.0	17.6	29.4	20.6	17.6	14.7	0.0	0.0	0.0	0.0	0.0	26	65.4	14	26	
NAPLES	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	37	16	
NAPLES	TUI AIRWAYS LTD	C	28	0	0	3.6	14.3	46.4	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	67.9	18	28	
<b>TOTAL NAPLES</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>20.4</b>	<b>42.9</b>	<b>14.3</b>	<b>12.2</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>15</b>	<b>68.4</b>	<b>20</b>	<b>114</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	3.8	15.4	34.6	15.4	15.4	0.0	15.4	0.0	0.0	0.0	74	37.5	59	16	
OLBIA	FLYBE LTD	C	8	0	0	0.0	0.0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	94	0.0	0	0	
OLBIA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	0.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	41	62.5	27	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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 OLBIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>20.5</b>	<b>22.7</b>	<b>20.5</b>	<b>15.9</b>	<b>2.3</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>45.8</b>	<b>49</b>	<b>24</b>	
PALERMO	RYANAIR	S	18	0	0	0.0	11.1	50.0	16.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>50.0</b>	<b>16.7</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PISA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	11.5	53.8	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	15	38.5	43	26	
PISA	JET2.COM LTD	S	44	0	0	2.3	15.9	38.6	15.9	9.1	13.6	2.3	2.3	0.0	0.0	0.0	29	75.0	16	44	
<b>TOTAL PISA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>14.3</b>	<b>44.3</b>	<b>18.6</b>	<b>8.6</b>	<b>10.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.4</b>	<b>26</b>	<b>70</b>	
ROME (CIAMPINO)	RYANAIR	S	86	0	0	2.3	10.5	47.7	16.3	14.0	7.0	0.0	2.3	0.0	0.0	0.0	24	70.9	13	86	
<b>TOTAL ROME (CIAMPINO)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>10.5</b>	<b>47.7</b>	<b>16.3</b>	<b>14.0</b>	<b>7.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>70.9</b>	<b>13</b>	<b>86</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	52	0	0	3.8	13.5	57.7	9.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	82.7	8	52	
ROME (FIUMICINO)	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	75.0	13	4	
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	1	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>13.5</b>	<b>57.7</b>	<b>9.6</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>12</b>	<b>86.5</b>	<b>7</b>	<b>74</b>	
TREVISO	RYANAIR	S	26	0	0	0.0	7.7	46.2	15.4	7.7	11.5	7.7	3.8	0.0	0.0	0.0	38	0.0	0	0	
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>46.2</b>	<b>15.4</b>	<b>7.7</b>	<b>11.5</b>	<b>7.7</b>	<b>3.8</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>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	27	0	0	0.0	0.0	40.7	25.9	18.5	3.7	11.1	0.0	0.0	0.0	0.0	37	50.0	17	24	
VENICE	JET2.COM LTD	S	44	0	0	0.0	11.4	65.9	6.8	6.8	9.1	0.0	0.0	0.0	0.0	0.0	16	67.4	15	43	
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	79.4	11	34	
VENICE	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	19	10	
<b>TOTAL VENICE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>56.8</b>	<b>14.8</b>	<b>11.1</b>	<b>6.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.4</b>	<b>14</b>	<b>111</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	0.0	0.0	22.2	33.3	27.8	11.1	5.6	0.0	0.0	0.0	0.0	41	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	79.2	19	24	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	28	0	0	0.0	14.3	39.3	21.4	14.3	10.7	0.0	0.0	0.0	0.0	0.0	23	62.5	16	24	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.7</b>	<b>32.6</b>	<b>26.1</b>	<b>19.6</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>70.8</b>	<b>18</b>	<b>48</b>	
<b>TOTAL ITALY</b>			<b>880</b>	<b>0</b>	<b>8</b>	<b>1.5</b>	<b>9.6</b>	<b>41.0</b>	<b>16.3</b>	<b>17.0</b>	<b>10.2</b>	<b>1.7</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>30</b>	<b>65.0</b>	<b>22</b>	<b>851</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	17	0	0	5.9	5.9	29.4	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	17	76.5	11	17	
<b>TOTAL MONTEGO BAY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>29.4</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>17</b>	<b>76.5</b>	<b>11</b>	<b>17</b>	
<b>TOTAL JAMAICA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>29.4</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>17</b>	<b>76.5</b>	<b>11</b>	<b>17</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	26	0	0	3.8	19.2	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.1	12	26	
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>69.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.1</b>	<b>12</b>	<b>26</b>	
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>69.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.1</b>	<b>12</b>	<b>26</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	FLYBE LTD	S	42	0	0	2.4	11.9	45.2	9.5	9.5	9.5	7.1	4.8	0.0	0.0	0.0	39	77.3	15	44	
<b>TOTAL LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>11.9</b>	<b>45.2</b>	<b>9.5</b>	<b>9.5</b>	<b>9.5</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>77.3</b>	<b>15</b>	<b>44</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 LUXEMBOURG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>11.9</b>	<b>45.2</b>	<b>9.5</b>	<b>9.5</b>	<b>9.5</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>77.3</b>	<b>15</b>	<b>44</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	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	11	0.0	0	0
MALTA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	1.7	11.7	48.3	21.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	20	78.8	9	52
MALTA	JET2.COM LTD	S	16	0	0	6.3	18.8	43.8	0.0	0.0	12.5	6.3	12.5	0.0	0.0	0.0	46	83.3	8	18
MALTA	RYANAIR	S	26	0	0	0.0	23.1	30.8	19.2	15.4	7.7	3.8	0.0	0.0	0.0	0.0	26	76.9	9	26
MALTA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	16	10
MALTA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	43.8	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	22	70.0	13	20
<b>TOTAL MALTA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>14.9</b>	<b>44.0</b>	<b>18.7</b>	<b>10.4</b>	<b>7.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.2</b>	<b>10</b>	<b>126</b>
<b>TOTAL MALTA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>14.9</b>	<b>44.0</b>	<b>18.7</b>	<b>10.4</b>	<b>7.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.2</b>	<b>10</b>	<b>126</b>
<b>MEXICO</b>																				
CANCUN	THOMAS COOK AIRLINES LTD	S	53	0	0	11.3	17.0	34.0	5.7	15.1	13.2	1.9	0.0	1.9	0.0	0.0	88	58.8	54	34
CANCUN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
CANCUN	TUI AIRWAYS LTD	S	51	0	0	3.9	11.8	49.0	15.7	11.8	3.9	0.0	0.0	3.9	0.0	0.0	46	56.1	35	41
<b>TOTAL CANCUN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>14.4</b>	<b>41.3</b>	<b>10.6</b>	<b>13.5</b>	<b>8.7</b>	<b>1.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>56.6</b>	<b>44</b>	<b>76</b>
PUERTO VALLARTA	TUI AIRWAYS LTD	C	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	32	44.4	21	9
<b>TOTAL PUERTO VALLARTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>11.1</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>32</b>	<b>44.4</b>	<b>21</b>	<b>9</b>
<b>TOTAL MEXICO</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.2</b>	<b>41.6</b>	<b>10.6</b>	<b>13.3</b>	<b>9.7</b>	<b>0.9</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>55.3</b>	<b>41</b>	<b>85</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	16	0	0	31.3	56.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	16.7	44.4	0.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	17	0	0	5.9	29.4	29.4	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	18
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>33.3</b>	<b>27.5</b>	<b>11.8</b>	<b>11.8</b>	<b>3.9</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>77.8</b>	<b>11</b>	<b>18</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	32	0	0	9.4	37.5	31.3	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	20
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>37.5</b>	<b>31.3</b>	<b>0.0</b>	<b>21.9</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>12</b>	<b>100.0</b>	<b>2</b>	<b>20</b>
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	11.1	11.1	11.1	27.8	27.8	0.0	0.0	0.0	0.0	0.0	35	58.8	30	17
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	27.8	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.2	27	17
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>19.4</b>	<b>33.3</b>	<b>5.6</b>	<b>13.9</b>	<b>19.4</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>73.5</b>	<b>28</b>	<b>34</b>
<b>TOTAL MOROCCO</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>30.3</b>	<b>30.3</b>	<b>6.7</b>	<b>15.1</b>	<b>7.6</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>81.9</b>	<b>17</b>	<b>72</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	153	0	0	0.0	15.0	37.9	19.6	18.3	5.9	2.6	0.7	0.0	0.0	0.0	24	67.6	21	180
AMSTERDAM	FLYBE LTD	S	178	0	2	0.0	10.6	38.3	17.2	18.3	10.0	2.2	2.2	0.0	0.0	1.1	32	66.1	21	224
AMSTERDAM	KLM	S	350	0	0	0.9	29.1	42.6	14.3	9.7	2.9	0.3	0.3	0.0	0.0	0.0	13	78.4	11	345
<b>TOTAL AMSTERDAM</b>			<b>681</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>21.1</b>	<b>40.4</b>	<b>16.3</b>	<b>13.9</b>	<b>5.4</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>21</b>	<b>72.2</b>	<b>16</b>	<b>749</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
ORIGIN/DESTINATION	AIRLINE																				
EINDHOVEN	RYANAIR	S	34	0	0	0.0	2.9	29.4	29.4	26.5	5.9	5.9	0.0	0.0	0.0	0.0	34	26.5	43	34	
<b>TOTAL EINDHOVEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>29.4</b>	<b>29.4</b>	<b>26.5</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>34</b>	<b>26.5</b>	<b>43</b>	<b>34</b>	
<b>TOTAL NETHERLANDS</b>			<b>715</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>20.2</b>	<b>39.9</b>	<b>16.9</b>	<b>14.5</b>	<b>5.4</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>21</b>	<b>70.2</b>	<b>18</b>	<b>783</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	24	0	0	8.3	45.8	29.2	12.5	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BERGEN	SAS	S	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	66.7	20	12	
<b>TOTAL BERGEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>44.1</b>	<b>35.3</b>	<b>11.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>20</b>	<b>12</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	14	0	0	0.0	21.4	57.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	35.7	29	14	
OSLO (GARDERMOEN)	SAS	S	62	0	2	0.0	28.1	34.4	17.2	14.1	3.1	0.0	0.0	0.0	0.0	3.1	16	90.0	4	59	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>26.9</b>	<b>38.5</b>	<b>15.4</b>	<b>14.1</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>15</b>	<b>79.7</b>	<b>9</b>	<b>73</b>	
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	8.8	26.5	32.4	8.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	16	94.4	3	18	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>32.4</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>0.0</b>	<b>16</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL STAVANGER</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>34.0</b>	<b>35.3</b>	<b>12.2</b>	<b>10.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>80.8</b>	<b>9</b>	<b>103</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	60	0	0	15.0	28.3	35.0	8.3	10.0	1.7	0.0	1.7	0.0	0.0	0.0	13	55.0	18	60	
<b>TOTAL MUSCAT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>28.3</b>	<b>35.0</b>	<b>8.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.0</b>	<b>18</b>	<b>60</b>	
<b>TOTAL OMAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>28.3</b>	<b>35.0</b>	<b>8.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.0</b>	<b>18</b>	<b>60</b>	
<b>PAKISTAN</b>																					
ISLAMABAD	PAKISTAN INTL AIRLINES	S	45	0	2	4.3	10.6	46.8	14.9	8.5	8.5	0.0	2.1	0.0	0.0	4.3	25	30.0	47	40	
<b>TOTAL ISLAMABAD</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>10.6</b>	<b>46.8</b>	<b>14.9</b>	<b>8.5</b>	<b>8.5</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>25</b>	<b>30.0</b>	<b>47</b>	<b>40</b>	
KARACHI	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	0.0	31	4	
<b>TOTAL KARACHI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>4</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	0.0	27.8	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	56.3	44	16	
<b>TOTAL LAHORE</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>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>56.3</b>	<b>44</b>	<b>16</b>	
<b>TOTAL PAKISTAN</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>15.4</b>	<b>46.2</b>	<b>15.4</b>	<b>9.2</b>	<b>6.2</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>21</b>	<b>35.0</b>	<b>45</b>	<b>60</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	0	3.8	30.8	53.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	80.8	19	26	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>53.8</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.8</b>	<b>19</b>	<b>26</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	26	0	0	15.4	26.9	46.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	32	26	
KRAKOW	JET2.COM LTD	S	18	0	0	27.8	11.1	22.2	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	23	100.0	1	18	
KRAKOW	RYANAIR	S	36	0	0	2.8	13.9	25.0	30.6	5.6	22.2	0.0	0.0	0.0	0.0	0.0	30	55.9	23	34	
KRAKOW	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2	
<b>TOTAL KRAKOW</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>17.5</b>	<b>31.3</b>	<b>17.5</b>	<b>7.5</b>	<b>12.5</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>65.4</b>	<b>21</b>	<b>80</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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>RZESZOW</b>	RYANAIR	S	14	0	2	0.0	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	11	93.8	4	16
<b>TOTAL RZESZOW</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</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>12.5</b>	<b>11</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	26	0	0	0.0	7.7	61.5	19.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	15	60.0	21	25
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>61.5</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>15</b>	<b>60.0</b>	<b>21</b>	<b>25</b>
<b>WROCLAW</b>	RYANAIR	S	26	0	0	0.0	30.8	30.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	13	26
<b>TOTAL WROCLAW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>30.8</b>	<b>23.1</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>15</b>	<b>61.5</b>	<b>13</b>	<b>26</b>
<b>TOTAL POLAND</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>18.4</b>	<b>43.1</b>	<b>16.7</b>	<b>7.5</b>	<b>6.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>69.0</b>	<b>18</b>	<b>173</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>AZORES PONTA DELGADA</b>	RYANAIR	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	20	0.0	0	0
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FARO</b>	BRITISH AIRWAYS PLC	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>FARO</b>	FLYBE LTD	C	10	0	0	0.0	0.0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>FARO</b>	JET2.COM LTD	S	134	0	0	8.2	27.6	47.8	8.2	3.7	3.0	0.7	0.7	0.0	0.0	0.0	11	79.8	9	89
<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	66.3	14	86
<b>FARO</b>	RYANAIR	S	142	0	2	4.2	20.8	40.3	18.1	8.3	6.9	0.0	0.0	0.0	0.0	1.4	17	82.5	8	120
<b>FARO</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	20.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	20	94.4	13	18
<b>FARO</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	25.0	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	63	69.2	15	26
<b>TOTAL FARO</b>			<b>313</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>22.5</b>	<b>41.9</b>	<b>15.6</b>	<b>7.3</b>	<b>5.1</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>77.4</b>	<b>10</b>	<b>340</b>
<b>LISBON</b>	AIR PORTUGAL	S	108	0	2	0.0	10.0	34.5	26.4	17.3	5.5	2.7	1.8	0.0	0.0	1.8	28	53.8	23	104
<b>LISBON</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	36
<b>LISBON</b>	RYANAIR	S	51	0	0	0.0	7.8	33.3	27.5	21.6	9.8	0.0	0.0	0.0	0.0	0.0	27	75.0	16	44
<b>TOTAL LISBON</b>			<b>159</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.3</b>	<b>34.2</b>	<b>26.7</b>	<b>18.6</b>	<b>6.8</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>28</b>	<b>64.7</b>	<b>18</b>	<b>184</b>
<b>OPORTO (PORTUGAL)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	26.9	34.6	11.5	0.0	15.4	3.8	7.7	0.0	0.0	0.0	42	42.3	53	26
<b>OPORTO (PORTUGAL)</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	28
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	26	0	0	3.8	7.7	61.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.3</b>	<b>48.1</b>	<b>17.3</b>	<b>1.9</b>	<b>7.7</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>61.1</b>	<b>32</b>	<b>54</b>
<b>TOTAL PORTUGAL</b>			<b>532</b>	<b>0</b>	<b>4</b>	<b>3.5</b>	<b>17.7</b>	<b>40.5</b>	<b>19.0</b>	<b>10.4</b>	<b>5.8</b>	<b>0.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>71.8</b>	<b>15</b>	<b>578</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	0.0	33.3	5.6	11.1	22.2	5.6	0.0	0.0	0.0	0.0	32	68.4	15	18
<b>FUNCHAL</b>	JET2.COM LTD	S	18	0	0	16.7	38.9	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	18
<b>FUNCHAL</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	12	16
<b>FUNCHAL</b>	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	56.3	25.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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									
FUNCHAL	TUI AIRWAYS LTD	C	18	0	0	5.6	44.4	27.8	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	83.3	6	18	
<b>TOTAL FUNCHAL</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>34.3</b>	<b>32.9</b>	<b>7.1</b>	<b>4.3</b>	<b>8.6</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>80.3</b>	<b>10</b>	<b>70</b>	
PORTO SANTO	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	6	8	
<b>TOTAL PORTO SANTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>6</b>	<b>8</b>	
<b>TOTAL PORTUGAL</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>34.6</b>	<b>6.4</b>	<b>3.8</b>	<b>7.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.3</b>	<b>10</b>	<b>78</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	138	0	0	17.4	48.6	26.8	3.6	2.9	0.0	0.0	0.7	0.0	0.0	0.0	5	89.7	5	134	
<b>TOTAL DOHA HAMAD</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>48.6</b>	<b>26.8</b>	<b>3.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.7</b>	<b>5</b>	<b>134</b>	
<b>TOTAL QATAR</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>48.6</b>	<b>26.8</b>	<b>3.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.7</b>	<b>5</b>	<b>134</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	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	13	0.0	0	0	
<b>TOTAL PODGORICA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>71.4</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIVAT	EASYJET AIRLINE COMPANY LTD	S	17	0	0	5.9	5.9	29.4	5.9	17.6	23.5	0.0	5.9	5.9	0.0	0.0	63	56.3	21	16	
<b>TOTAL TIVAT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>29.4</b>	<b>5.9</b>	<b>17.6</b>	<b>23.5</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>56.3</b>	<b>21</b>	<b>16</b>	
<b>TOTAL REPUBLIC OF</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>4.2</b>	<b>41.7</b>	<b>12.5</b>	<b>12.5</b>	<b>16.7</b>	<b>0.0</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>56.3</b>	<b>21</b>	<b>16</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	SAUDI ARABIAN AIRLINES	S	42	0	0	4.8	33.3	26.2	11.9	14.3	9.5	0.0	0.0	0.0	0.0	0.0	18	42.9	53	42	
<b>TOTAL JEDDAH</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.3</b>	<b>26.2</b>	<b>11.9</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>18</b>	<b>42.9</b>	<b>53</b>	<b>42</b>	
RIYADH	SAUDI ARABIAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	40	6	
<b>TOTAL RIYADH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>40</b>	<b>6</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>33.3</b>	<b>26.2</b>	<b>11.9</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>18</b>	<b>43.8</b>	<b>51</b>	<b>48</b>	
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	43	0	0	14.0	37.2	34.9	9.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	7	42	
<b>TOTAL SINGAPORE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>37.2</b>	<b>34.9</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>7</b>	<b>42</b>	
<b>TOTAL SINGAPORE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>37.2</b>	<b>34.9</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>7</b>	<b>42</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	26	0	0	0.0	30.8	26.9	19.2	7.7	11.5	3.8	0.0	0.0	0.0	0.0	26	65.4	15	26	
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>26.9</b>	<b>19.2</b>	<b>7.7</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>26</b>	<b>65.4</b>	<b>15</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>26.9</b>	<b>19.2</b>	<b>7.7</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>26</b>	<b>65.4</b>	<b>15</b>	<b>26</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	ADRIA AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
LJUBLJANA	ADRIA AIRWAYS	S	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	81.3	8	16	
<b>TOTAL LJUBLJANA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
<b>TOTAL SLOVENIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.3</b>	<b>8</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	BRITISH AIRWAYS PLC	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	104	8	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	76	0	1	2.6	23.4	41.6	13.0	15.6	2.6	0.0	0.0	0.0	0.0	1.3	14	52.9	18	66
ALICANTE	JET2.COM LTD	S	140	0	0	5.7	22.1	36.4	15.7	12.9	6.4	0.7	0.0	0.0	0.0	0.0	19	70.8	14	120
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	75.0	17	102
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	50.0	23	26
ALICANTE	RYANAIR	S	148	0	0	9.5	19.6	43.2	12.8	9.5	5.4	0.0	0.0	0.0	0.0	0.0	15	82.3	9	130
ALICANTE	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	18.8	50.0	0.0	0.0	18.8	0.0	12.5	0.0	0.0	0.0	62	93.8	3	16
ALICANTE	TUI AIRWAYS LTD	C	34	0	0	2.9	8.8	50.0	11.8	11.8	14.7	0.0	0.0	0.0	0.0	0.0	26	76.5	12	34
ALICANTE	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	10	26
<b>TOTAL ALICANTE</b>			<b>424</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>19.8</b>	<b>41.6</b>	<b>13.2</b>	<b>12.0</b>	<b>6.6</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>71.3</b>	<b>15</b>	<b>528</b>
ALMERIA	JET2.COM LTD	S	26	0	0	23.1	11.5	34.6	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	68.8	18	16
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	16	26
ALMERIA	RYANAIR	S	16	0	0	6.3	18.8	50.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
ALMERIA	THOMAS COOK AIRLINES LTD	S	24	0	0	0.0	20.8	58.3	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	85.2	16	26
ALMERIA	TUI AIRWAYS LTD	C	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	15	66.7	23	18
<b>TOTAL ALMERIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>18.9</b>	<b>45.9</b>	<b>12.2</b>	<b>9.5</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.4</b>	<b>18</b>	<b>86</b>
BARCELONA	JET2.COM LTD	S	42	0	0	0.0	11.9	50.0	19.0	11.9	7.1	0.0	0.0	0.0	0.0	0.0	20	61.1	25	36
BARCELONA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	18	60
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	25.0	49	16
BARCELONA	RYANAIR	S	120	0	0	0.0	8.3	43.3	19.2	13.3	13.3	0.0	2.5	0.0	0.0	0.0	30	58.3	26	120
BARCELONA	VUELING AIRLINES	S	68	0	3	0.0	2.8	29.6	11.3	15.5	25.4	4.2	4.2	2.8	0.0	4.2	64	55.2	19	58
<b>TOTAL BARCELONA</b>			<b>230</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>7.3</b>	<b>40.3</b>	<b>16.7</b>	<b>13.7</b>	<b>15.9</b>	<b>1.3</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>1.3</b>	<b>38</b>	<b>56.2</b>	<b>24</b>	<b>290</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	50	0	0	0.0	14.0	26.0	36.0	8.0	16.0	0.0	0.0	0.0	0.0	0.0	27	47.7	32	44
<b>TOTAL BILBAO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.0</b>	<b>26.0</b>	<b>36.0</b>	<b>8.0</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>27</b>	<b>47.7</b>	<b>32</b>	<b>44</b>
GIRONA	JET2.COM LTD	S	36	0	0	13.9	36.1	25.0	8.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	13	67.6	10	34
GIRONA	RYANAIR	S	26	0	0	3.8	34.6	30.8	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	14	82.1	10	28
GIRONA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	86	0.0	0	0
GIRONA	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	27.8	27.8	16.7	11.1	5.6	0.0	0.0	0.0	0.0	31	75.0	14	24
<b>TOTAL GIRONA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>24.4</b>	<b>13.3</b>	<b>15.6</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>74.4</b>	<b>11</b>	<b>86</b>
GRANADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	33.3	33.3	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL GRANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	BRITISH AIRWAYS PLC	S	45	0	0	11.1	20.0	40.0	13.3	6.7	2.2	4.4	2.2	0.0	0.0	0.0	22	73.3	17	30
IBIZA	JET2.COM LTD	S	88	0	0	4.5	21.6	47.7	11.4	10.2	4.5	0.0	0.0	0.0	0.0	0.0	13	73.3	12	90
IBIZA	RYANAIR	S	78	0	0	3.8	17.9	46.2	16.7	6.4	3.8	2.6	2.6	0.0	0.0	0.0	22	61.7	19	60
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	33.3	22.2	11.1	5.6	11.1	0.0	0.0	5.6	0.0	0.0	71	87.5	5	16
IBIZA	TUI AIRWAYS LTD	C	44	0	0	0.0	11.4	45.5	6.8	15.9	11.4	6.8	2.3	0.0	0.0	0.0	35	60.5	27	43

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 IBIZA</b>			<b>273</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>19.4</b>	<b>44.0</b>	<b>12.5</b>	<b>9.2</b>	<b>5.5</b>	<b>2.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>69.0</b>	<b>17</b>	<b>239</b>
MADRID	IBERIA EXPRESS	S	24	0	0	4.2	33.3	37.5	20.8	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	79.2	9	24
MADRID	RYANAIR	S	58	0	2	0.0	5.0	58.3	20.0	8.3	5.0	0.0	0.0	0.0	0.0	3.3	17	68.3	17	60
<b>TOTAL MADRID</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>13.1</b>	<b>52.4</b>	<b>20.2</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>2.4</b>	<b>14</b>	<b>71.4</b>	<b>15</b>	<b>84</b>
MAHON	JET2.COM LTD	S	44	0	0	6.8	20.5	43.2	13.6	11.4	2.3	2.3	0.0	0.0	0.0	0.0	16	86.2	6	29
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	76.5	10	34
MAHON	THOMAS COOK AIRLINES LTD	S	29	0	0	3.4	13.8	55.2	10.3	10.3	6.9	0.0	0.0	0.0	0.0	0.0	17	74.3	25	35
MAHON	TUI AIRWAYS LTD	C	64	0	0	0.0	7.8	37.5	23.4	23.4	7.8	0.0	0.0	0.0	0.0	0.0	25	43.3	22	60
<b>TOTAL MAHON</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>13.1</b>	<b>43.1</b>	<b>17.5</b>	<b>16.8</b>	<b>5.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>65.2</b>	<b>17</b>	<b>158</b>
MALAGA	BRITISH AIRWAYS PLC	S	20	0	0	10.0	20.0	60.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	10.0	42	10
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	21.7	51.7	16.7	8.3	1.7	0.0	0.0	0.0	0.0	0.0	12	78.3	20	60
MALAGA	JET2.COM LTD	S	105	0	0	6.7	21.9	45.7	15.2	7.6	1.9	1.0	0.0	0.0	0.0	0.0	12	88.4	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	0.0	0	70.2	13	104
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	80.0	7	10
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	55.6	36	36
MALAGA	RYANAIR	S	120	0	0	0.8	19.2	36.7	21.7	13.3	6.7	0.8	0.8	0.0	0.0	0.0	22	83.0	14	94
MALAGA	TUI AIRWAYS LTD	C	32	0	0	0.0	3.1	21.9	37.5	18.8	6.3	0.0	12.5	0.0	0.0	0.0	49	58.8	35	34
<b>TOTAL MALAGA</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>19.0</b>	<b>42.1</b>	<b>19.0</b>	<b>10.7</b>	<b>4.2</b>	<b>0.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>74.4</b>	<b>17</b>	<b>434</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	42	0	0	9.5	19.0	38.1	9.5	14.3	4.8	4.8	0.0	0.0	0.0	0.0	23	86.1	6	36
MURCIA SAN JAVIER	RYANAIR	S	52	0	0	1.9	5.8	46.2	19.2	15.4	9.6	1.9	0.0	0.0	0.0	0.0	25	67.3	14	52
<b>TOTAL MURCIA SAN JAVIER</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>11.7</b>	<b>42.6</b>	<b>14.9</b>	<b>14.9</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>24</b>	<b>75.0</b>	<b>11</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	62.5	26	8
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	100.0	0	1
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	22	0	1	13.0	13.0	34.8	21.7	4.3	4.3	0.0	4.3	0.0	0.0	4.3	22	50.0	17	8
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	3.2	14.5	33.9	16.1	8.1	21.0	3.2	0.0	0.0	0.0	0.0	31	58.3	24	60
PALMA DE MALLORCA	JET2.COM LTD	S	174	0	0	5.2	27.0	39.1	13.2	10.3	4.0	0.0	1.1	0.0	0.0	0.0	16	77.6	12	134
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	66.3	15	86
PALMA DE MALLORCA	RYANAIR	S	144	0	0	1.4	12.5	41.0	13.2	16.0	13.2	0.7	2.1	0.0	0.0	0.0	29	57.5	29	120
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	53	0	0	0.0	24.5	30.2	18.9	13.2	7.5	5.7	0.0	0.0	0.0	0.0	27	69.8	23	43
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	99	0	0	3.0	8.1	32.3	18.2	20.2	15.2	2.0	0.0	1.0	0.0	0.0	37	56.7	25	97
PALMA DE MALLORCA	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	10	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>555</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>17.6</b>	<b>36.9</b>	<b>15.3</b>	<b>13.3</b>	<b>10.6</b>	<b>1.4</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>26</b>	<b>64.6</b>	<b>21</b>	<b>557</b>
REUS	JET2.COM LTD	S	44	0	0	25.0	22.7	29.5	11.4	9.1	2.3	0.0	0.0	0.0	0.0	0.0	10	78.6	25	28
REUS	RYANAIR	S	16	0	0	0.0	25.0	43.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
REUS	THOMAS COOK AIRLINES LTD	S	19	0	0	5.3	0.0	42.1	21.1	15.8	15.8	0.0	0.0	0.0	0.0	0.0	29	63.0	41	27

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
REUS	TUI AIRWAYS LTD	C	36	0	0	0.0	8.3	50.0	19.4	19.4	2.8	0.0	0.0	0.0	0.0	0.0	17	61.8	15	34
<b>TOTAL REUS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>14.8</b>	<b>40.0</b>	<b>17.4</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>26</b>	<b>89</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	3.8	26.9	50.0	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	26
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>50.0</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>100.0</b>	<b>3</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>2531</b>	<b>0</b>	<b>7</b>	<b>4.3</b>	<b>17.2</b>	<b>40.6</b>	<b>15.8</b>	<b>11.9</b>	<b>7.7</b>	<b>1.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>23</b>	<b>68.3</b>	<b>18</b>	<b>2709</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	61	0	0	19.7	14.8	41.0	9.8	6.6	4.9	0.0	3.3	0.0	0.0	0.0	22	55.6	20	44
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	66.7	28	62
ARRECIFE	RYANAIR	S	50	0	0	8.0	26.0	54.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	52
ARRECIFE	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	11.5	26.9	11.5	19.2	19.2	0.0	7.7	0.0	0.0	0.0	57	67.6	11	37
ARRECIFE	TUI AIRWAYS LTD	C	32	0	0	0.0	9.4	40.6	18.8	18.8	6.3	0.0	6.3	0.0	0.0	0.0	37	29.4	38	34
<b>TOTAL ARRECIFE</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>16.6</b>	<b>42.6</b>	<b>12.4</b>	<b>8.9</b>	<b>5.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>61.0</b>	<b>21</b>	<b>229</b>
FUERTEVENTURA	JET2.COM LTD	S	32	0	0	15.6	34.4	28.1	12.5	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	73.1	15	26
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	62.5	18	16
FUERTEVENTURA	RYANAIR	S	26	0	0	19.2	3.8	38.5	23.1	11.5	3.8	0.0	0.0	0.0	0.0	0.0	17	56.3	19	16
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	27	0	0	3.7	11.1	25.9	7.4	18.5	7.4	18.5	0.0	7.4	0.0	0.0	92	72.0	14	25
FUERTEVENTURA	TUI AIRWAYS LTD	C	27	0	0	3.7	25.9	22.2	3.7	22.2	22.2	0.0	0.0	0.0	0.0	0.0	31	62.5	10	24
<b>TOTAL FUERTEVENTURA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>19.6</b>	<b>28.6</b>	<b>11.6</b>	<b>14.3</b>	<b>8.9</b>	<b>4.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>66.4</b>	<b>15</b>	<b>107</b>
LAS PALMAS	JET2.COM LTD	S	34	0	0	8.8	20.6	35.3	8.8	11.8	14.7	0.0	0.0	0.0	0.0	0.0	23	55.2	20	29
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	29.4	20	17
LAS PALMAS	RYANAIR	S	32	0	0	6.3	28.1	53.1	3.1	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	88.5	17	26
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	27	0	0	7.4	22.2	29.6	11.1	22.2	7.4	0.0	0.0	0.0	0.0	0.0	22	50.0	39	26
LAS PALMAS	TUI AIRWAYS LTD	C	35	0	0	2.9	14.3	20.0	17.1	22.9	14.3	2.9	5.7	0.0	0.0	0.0	40	56.8	65	44
<b>TOTAL LAS PALMAS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.1</b>	<b>34.4</b>	<b>10.2</b>	<b>15.6</b>	<b>10.2</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>57.7</b>	<b>37</b>	<b>142</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	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	23	70.0	16	10
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>70.0</b>	<b>16</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	4.5	25.0	34.1	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	19	61.5	14	44
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	84	0	0	15.5	23.8	38.1	10.7	6.0	4.8	1.2	0.0	0.0	0.0	0.0	14	88.9	5	62
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.2	19	68
TENERIFE (SURREINA SOFIA)	RYANAIR	S	86	0	0	4.7	12.8	43.0	24.4	12.8	2.3	0.0	0.0	0.0	0.0	0.0	16	77.9	10	76

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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)	THOMAS COOK AIRLINES LTD	S	35	0	0	2.9	11.4	40.0	5.7	14.3	14.3	2.9	2.9	5.7	0.0	0.0	57	69.0	27	42	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	53	0	0	0.0	5.7	52.8	15.1	24.5	1.9	0.0	0.0	0.0	0.0	0.0	19	67.2	31	61	
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	4	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>16.2</b>	<b>41.7</b>	<b>14.6</b>	<b>13.9</b>	<b>5.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.0</b>	<b>17</b>	<b>371</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>719</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>17.5</b>	<b>38.4</b>	<b>13.1</b>	<b>13.4</b>	<b>6.8</b>	<b>1.1</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.5</b>	<b>21</b>	<b>859</b>	
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>76.9</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</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	82.1	15	28	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	0.0	38.9	22.2	16.7	11.1	0.0	11.1	0.0	0.0	0.0	55	33.3	30	18	
STOCKHOLM (ARLANDA)	SAS	S	96	0	2	0.0	24.5	44.9	17.3	5.1	6.1	0.0	0.0	0.0	0.0	2.0	14	71.9	14	96	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.7</b>	<b>44.0</b>	<b>18.1</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>21</b>	<b>69.0</b>	<b>17</b>	<b>142</b>	
<b>TOTAL SWEDEN</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.2</b>	<b>47.3</b>	<b>17.1</b>	<b>6.2</b>	<b>6.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>69.0</b>	<b>17</b>	<b>142</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	55	0	3	1.7	1.7	22.4	31.0	22.4	15.5	0.0	0.0	0.0	0.0	5.2	33	88.0	7	50	
<b>TOTAL BALE MULHOUSE</b>			<b>55</b>	<b>0</b>	<b>3</b>	<b>1.7</b>	<b>1.7</b>	<b>22.4</b>	<b>31.0</b>	<b>22.4</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>33</b>	<b>88.0</b>	<b>7</b>	<b>50</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	118	0	2	0.0	10.0	38.3	18.3	20.8	9.2	1.7	0.0	0.0	0.0	1.7	27	27.7	41	108	
<b>TOTAL GENEVA</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.0</b>	<b>38.3</b>	<b>18.3</b>	<b>20.8</b>	<b>9.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>27</b>	<b>27.7</b>	<b>41</b>	<b>108</b>	
ZURICH	SWISS AIRLINES	S	100	0	2	0.0	15.7	34.3	24.5	19.6	2.0	2.0	0.0	0.0	0.0	2.0	21	60.6	16	104	
<b>TOTAL ZURICH</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.7</b>	<b>34.3</b>	<b>24.5</b>	<b>19.6</b>	<b>2.0</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>60.6</b>	<b>16</b>	<b>104</b>	
<b>TOTAL SWITZERLAND</b>			<b>273</b>	<b>0</b>	<b>7</b>	<b>0.4</b>	<b>10.4</b>	<b>33.6</b>	<b>23.2</b>	<b>20.7</b>	<b>7.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>26</b>	<b>51.9</b>	<b>24</b>	<b>262</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	27.8	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
ENFIDHA - HAMMAMET INTL	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	13	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>30.8</b>	<b>30.8</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>30.8</b>	<b>30.8</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	15	0	1	6.3	12.5	37.5	6.3	18.8	12.5	0.0	0.0	0.0	0.0	6.3	26	33.3	46	9	
ANTALYA	FREEBIRD AIRLINES	C	23	0	0	4.3	0.0	21.7	13.0	34.8	21.7	4.3	0.0	0.0	0.0	0.0	48	14.3	55	21	
ANTALYA	JET2.COM LTD	S	52	0	0	3.8	11.5	28.8	25.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	26	50.0	35	20	
ANTALYA	THOMAS COOK AIRLINES LTD	S	104	0	2	4.7	5.7	27.4	12.3	18.9	21.7	4.7	1.9	0.9	0.0	1.9	52	63.3	17	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
ANTALYA	TUI AIRWAYS LTD	C	25	0	0	0.0	0.0	8.0	16.0	28.0	24.0	12.0	4.0	8.0	0.0	0.0	98	62.5	10	8
<b>TOTAL ANTALYA</b>			<b>219</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>6.3</b>	<b>25.7</b>	<b>15.3</b>	<b>22.5</b>	<b>18.0</b>	<b>4.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>49</b>	<b>50.0</b>	<b>29</b>	<b>118</b>
BODRUM (MILAS)	FREEBIRD AIRLINES	C	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	50.0	63	10
BODRUM (MILAS)	JET2.COM LTD	S	19	0	0	15.8	15.8	31.6	26.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	33	18
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	7.7	34.6	15.4	26.9	7.7	7.7	0.0	0.0	0.0	0.0	35	42.1	22	17
BODRUM (MILAS)	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	11	75.0	7	8
<b>TOTAL BODRUM (MILAS)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>14.8</b>	<b>36.1</b>	<b>19.7</b>	<b>16.4</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>21</b>	<b>45.5</b>	<b>31</b>	<b>53</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	42	0	0	0.0	16.7	47.6	14.3	19.0	0.0	2.4	0.0	0.0	0.0	0.0	17	50.0	44	26
DALAMAN	FREEBIRD AIRLINES	C	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	26	0.0	0	0
DALAMAN	JET2.COM LTD	S	42	0	0	14.3	16.7	38.1	14.3	11.9	4.8	0.0	0.0	0.0	0.0	0.0	14	83.3	11	17
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	76.5	12	34
DALAMAN	PEGASUS AIRLINES	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	15	50.0	23	8
DALAMAN	THOMAS COOK AIRLINES LTD	S	139	0	0	4.3	9.4	32.4	10.1	12.9	18.7	4.3	5.8	2.2	0.0	0.0	57	59.4	36	69
DALAMAN	TUI AIRWAYS LTD	C	33	0	0	0.0	3.0	39.4	9.1	24.2	12.1	9.1	0.0	3.0	0.0	0.0	68	64.7	16	34
<b>TOTAL DALAMAN</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>11.8</b>	<b>37.1</b>	<b>11.8</b>	<b>14.7</b>	<b>11.8</b>	<b>4.0</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>64.0</b>	<b>26</b>	<b>188</b>
ISTANBUL	THY TURKISH AIRLINES	S	120	0	0	3.3	25.0	32.5	19.2	15.8	4.2	0.0	0.0	0.0	0.0	0.0	16	53.3	17	120
<b>TOTAL ISTANBUL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>25.0</b>	<b>32.5</b>	<b>19.2</b>	<b>15.8</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>16</b>	<b>53.3</b>	<b>17</b>	<b>120</b>
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	29	0	1	0.0	6.7	26.7	13.3	10.0	26.7	6.7	6.7	0.0	0.0	3.3	59	52.9	21	17
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	17	0	0	0.0	0.0	29.4	17.6	23.5	29.4	0.0	0.0	0.0	0.0	0.0	41	25.0	34	8
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>4.3</b>	<b>27.7</b>	<b>14.9</b>	<b>14.9</b>	<b>27.7</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>52</b>	<b>44.0</b>	<b>25</b>	<b>25</b>
<b>TOTAL TURKEY</b>			<b>718</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>12.0</b>	<b>32.1</b>	<b>15.0</b>	<b>17.5</b>	<b>12.7</b>	<b>3.3</b>	<b>1.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.6</b>	<b>39</b>	<b>55.2</b>	<b>25</b>	<b>504</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	24.2	27.5	32.5	10.8	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.3	13	120
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>27.5</b>	<b>32.5</b>	<b>10.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.3</b>	<b>13</b>	<b>120</b>
DUBAI	EMIRATES	S	180	0	0	17.8	32.8	32.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	85.6	6	180
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>32.8</b>	<b>32.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.6</b>	<b>6</b>	<b>180</b>
<b>TOTAL UNITED ARAB</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>30.7</b>	<b>32.7</b>	<b>11.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.7</b>	<b>9</b>	<b>300</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	308	0	4	2.2	30.4	49.4	5.1	4.8	5.8	1.0	0.0	0.0	0.0	1.3	12	79.4	16	318
<b>TOTAL ABERDEEN</b>			<b>308</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>30.4</b>	<b>49.4</b>	<b>5.1</b>	<b>4.8</b>	<b>5.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>79.1</b>	<b>16</b>	<b>318</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	392	0	0	0.5	30.6	46.7	10.2	7.9	3.1	1.0	0.0	0.0	0.0	0.0	11	78.8	15	396
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>392</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>30.6</b>	<b>46.7</b>	<b>10.2</b>	<b>7.9</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>11</b>	<b>78.8</b>	<b>15</b>	<b>396</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	128	0	2	6.2	32.3	30.0	9.2	10.0	10.8	0.0	0.0	0.0	0.0	1.5	17	65.8	22	146
BELFAST INTERNATIONAL	RYANAIR	S	60	0	0	8.3	26.7	38.3	10.0	6.7	8.3	1.7	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>30.5</b>	<b>32.6</b>	<b>9.5</b>	<b>8.9</b>	<b>10.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>65.8</b>	<b>22</b>	<b>146</b>
BIRMINGHAM	AERONEXUS	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
BIRMINGHAM	PAKISTAN INTL AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BIRMINGHAM	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
BRISTOL	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	34	1
BRISTOL	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 BRISTOL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>1</b>
CAMBRIDGE	BRITISH AIRWAYS PLC	S	12	0	0	41.7	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CAMBRIDGE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</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	45	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>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	AERONEXUS	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
EDINBURGH	FLYBE LTD	S	194	0	0	0.0	13.9	60.8	15.5	4.6	3.6	1.5	0.0	0.0	0.0	0.0	15	74.6	16	224
<b>TOTAL EDINBURGH</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.8</b>	<b>60.5</b>	<b>15.9</b>	<b>4.6</b>	<b>3.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.6</b>	<b>16</b>	<b>224</b>
EXETER	FLYBE LTD	S	160	0	2	1.9	32.7	44.4	7.4	7.4	3.7	1.2	0.0	0.0	0.0	1.2	12	88.8	7	224
<b>TOTAL EXETER</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>32.7</b>	<b>44.4</b>	<b>7.4</b>	<b>7.4</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>88.8</b>	<b>7</b>	<b>224</b>
GLASGOW	FLYBE LTD	S	96	0	6	2.9	25.5	47.1	3.9	4.9	2.0	5.9	2.0	0.0	0.0	5.9	21	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	85.4	10	157
GLASGOW	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	19	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>97</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>25.2</b>	<b>46.6</b>	<b>4.9</b>	<b>4.9</b>	<b>1.9</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>21</b>	<b>85.4</b>	<b>10</b>	<b>157</b>
GUERNSEY	AURIGNY AIR SERVICES	S	120	0	0	0.0	40.8	37.5	9.2	9.2	1.7	1.7	0.0	0.0	0.0	0.0	11	75.8	17	120
<b>TOTAL GUERNSEY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.8</b>	<b>37.5</b>	<b>9.2</b>	<b>9.2</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>11</b>	<b>75.8</b>	<b>17</b>	<b>120</b>
HEATHROW	BRITISH AIRWAYS PLC	S	438	0	2	1.1	48.6	32.0	9.3	6.8	1.1	0.0	0.5	0.0	0.0	0.5	9	79.1	11	442
<b>TOTAL HEATHROW</b>			<b>438</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>48.6</b>	<b>32.0</b>	<b>9.3</b>	<b>6.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>79.1</b>	<b>11</b>	<b>442</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
INVERNESS	LOGANAIR LTD	S	138	0	0	21.0	47.1	21.7	3.6	2.9	3.6	0.0	0.0	0.0	0.0	0.0	6	84.9	9	164
<b>TOTAL INVERNESS</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>20.9</b>	<b>46.8</b>	<b>22.3</b>	<b>3.6</b>	<b>2.9</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>6</b>	<b>84.9</b>	<b>9</b>	<b>164</b>
ISLE OF MAN	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	19	0.0	0	0
ISLE OF MAN	FLYBE LTD	S	284	0	2	1.0	38.8	41.6	12.2	4.2	0.3	0.7	0.3	0.0	0.0	0.7	9	14.3	58	7
ISLE OF MAN	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	83.2	7	267
<b>TOTAL ISLE OF MAN</b>			<b>287</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>38.4</b>	<b>41.5</b>	<b>12.8</b>	<b>4.2</b>	<b>0.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>81.4</b>	<b>9</b>	<b>274</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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	68	0	2	0.0	17.1	37.1	12.9	11.4	15.7	2.9	0.0	0.0	0.0	2.9	28	68.4	17	76
<b>TOTAL JERSEY</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.1</b>	<b>37.1</b>	<b>12.9</b>	<b>11.4</b>	<b>15.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>28</b>	<b>68.4</b>	<b>17</b>	<b>76</b>
KIRKWALL	LOGANAIR LTD	S	6	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL KIRKWALL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>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>0</b>	<b>0</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	0.0	85	1
LIVERPOOL (JOHN LENNON)	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	30	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>58</b>	<b>2</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	11	0	1	0.0	25.0	25.0	16.7	8.3	8.3	0.0	8.3	0.0	0.0	8.3	32	84.6	10	13
<b>TOTAL LONDON CITY</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>32</b>	<b>84.6</b>	<b>10</b>	<b>13</b>
LUTON	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	10	0.0	0	0
LUTON	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	41	1
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>41</b>	<b>1</b>
NEWCASTLE	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	53	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>53</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	112	0	0	0.0	2.7	33.9	21.4	33.0	5.4	3.6	0.0	0.0	0.0	0.0	31	80.0	11	120
<b>TOTAL NEWQUAY</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.7</b>	<b>33.9</b>	<b>21.4</b>	<b>33.0</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>80.0</b>	<b>11</b>	<b>120</b>
NORWICH	LOGANAIR LTD	S	102	0	2	7.7	47.1	26.9	3.8	2.9	2.9	1.0	5.8	0.0	0.0	1.9	19	97.7	2	130
<b>TOTAL NORWICH</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>47.1</b>	<b>26.9</b>	<b>3.8</b>	<b>2.9</b>	<b>2.9</b>	<b>1.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>97.7</b>	<b>2</b>	<b>130</b>
SOUTHAMPTON	FLYBE LTD	S	257	0	2	1.2	29.0	41.3	8.5	8.5	7.7	1.9	1.2	0.0	0.0	0.8	20	81.2	11	274
<b>TOTAL SOUTHAMPTON</b>			<b>257</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>29.0</b>	<b>41.3</b>	<b>8.5</b>	<b>8.5</b>	<b>7.7</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>81.2</b>	<b>11</b>	<b>274</b>
SOUTHEND	FLYBE LTD	S	149	0	3	0.7	21.7	55.3	7.9	3.9	5.9	2.6	0.0	0.0	0.0	2.0	15	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>0.7</b>	<b>21.7</b>	<b>55.3</b>	<b>7.9</b>	<b>3.9</b>	<b>5.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STORNOWAY	LOGANAIR LTD	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	76.2	23	21
<b>TOTAL STORNOWAY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>76.2</b>	<b>23</b>	<b>21</b>
SUMBURGH	LOGANAIR 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	87.5	3	8
<b>TOTAL SUMBURGH</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>0</b>	<b>77.8</b>	<b>3</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3053</b>	<b>0</b>	<b>29</b>	<b>2.7</b>	<b>32.5</b>	<b>41.1</b>	<b>9.4</b>	<b>7.4</b>	<b>4.1</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>80.1</b>	<b>12</b>	<b>3113</b>
<b>USA</b>																				
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	13.5	32.7	30.8	15.4	1.9	3.8	0.0	0.0	1.9	0.0	0.0	31	90.7	5	54
<b>TOTAL ATLANTA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>32.7</b>	<b>30.8</b>	<b>15.4</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>90.7</b>	<b>5</b>	<b>54</b>
BOSTON	THOMAS COOK AIRLINES LTD	S	26	0	0	7.7	19.2	53.8	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	46.9	95	32
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	29.4	35.3	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	17	17
<b>TOTAL BOSTON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>25.6</b>	<b>44.2</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>59.2</b>	<b>68</b>	<b>49</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	46	0	0	6.5	32.6	34.8	6.5	13.0	4.3	2.2	0.0	0.0	0.0	0.0	16	68.3	26	56	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>32.6</b>	<b>34.8</b>	<b>6.5</b>	<b>13.0</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>16</b>	<b>68.3</b>	<b>26</b>	<b>56</b>	
HOUSTON	SINGAPORE AIRLINES	S	43	0	0	18.6	55.8	20.9	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	4	42	
<b>TOTAL HOUSTON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>55.8</b>	<b>20.9</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>0.0</b>	<b>2</b>	<b>92.9</b>	<b>4</b>	<b>42</b>	
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	43	0	0	7.0	16.3	39.5	16.3	14.0	2.3	2.3	2.3	0.0	0.0	0.0	23	60.6	38	33	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	5.9	52.9	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	40	18	
<b>TOTAL LAS VEGAS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>35.0</b>	<b>15.0</b>	<b>11.7</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>18</b>	<b>58.8</b>	<b>39</b>	<b>51</b>	
LOS ANGELES INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	0.0	12.0	8.0	16.0	48.0	16.0	0.0	0.0	0.0	0.0	77	38.5	91	25	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>8.0</b>	<b>16.0</b>	<b>48.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>37.0</b>	<b>91</b>	<b>25</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	52.9	35	17	
<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>52.9</b>	<b>35</b>	<b>17</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	66.7	24	60	
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	25.0	32	8	
NEW YORK (JF KENNEDY)	THOMAS COOK AIRLINES LTD	S	58	0	2	6.7	15.0	40.0	16.7	10.0	6.7	0.0	0.0	1.7	0.0	3.3	24	69.4	18	60	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	13.3	26.7	35.0	10.0	6.7	5.0	3.3	0.0	0.0	0.0	0.0	16	82.1	8	56	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>20.8</b>	<b>37.5</b>	<b>13.3</b>	<b>8.3</b>	<b>5.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>20</b>	<b>70.4</b>	<b>17</b>	<b>184</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	0	16.7	31.7	18.3	5.0	11.7	13.3	3.3	0.0	0.0	0.0	0.0	23	75.0	20	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>31.7</b>	<b>18.3</b>	<b>5.0</b>	<b>11.7</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>23</b>	<b>75.0</b>	<b>20</b>	<b>60</b>	
ORLANDO	THOMAS COOK AIRLINES LTD	S	79	0	0	5.1	10.1	34.2	11.4	17.7	16.5	5.1	0.0	0.0	0.0	0.0	36	67.2	49	61	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	79	0	0	5.1	20.3	41.8	6.3	19.0	7.6	0.0	0.0	0.0	0.0	0.0	18	79.2	9	76	
<b>TOTAL ORLANDO</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>15.2</b>	<b>38.0</b>	<b>8.9</b>	<b>18.4</b>	<b>12.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>73.9</b>	<b>27</b>	<b>137</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	3.3	28.3	21.7	10.0	13.3	21.7	1.7	0.0	0.0	0.0	0.0	30	85.0	7	60	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>28.3</b>	<b>21.7</b>	<b>10.0</b>	<b>13.3</b>	<b>21.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>85.0</b>	<b>7</b>	<b>60</b>	
SAN FRANCISCO	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	4.0	44.0	12.0	8.0	16.0	16.0	0.0	0.0	0.0	0.0	50	44.4	41	18	
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	7.7	19.2	50.0	7.7	7.7	3.8	3.8	0.0	0.0	0.0	0.0	15	80.0	12	25	
<b>TOTAL SAN FRANCISCO</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>11.8</b>	<b>47.1</b>	<b>9.8</b>	<b>7.8</b>	<b>9.8</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>65.1</b>	<b>24</b>	<b>43</b>	
SANFORD	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	52.9	5.9	5.9	17.6	5.9	5.9	0.0	0.0	0.0	51	46.4	44	27	
<b>TOTAL SANFORD</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>52.9</b>	<b>5.9</b>	<b>5.9</b>	<b>17.6</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>46.4</b>	<b>44</b>	<b>27</b>	
SEATTLE (TACOMA)	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	5.9	47.1	5.9	5.9	29.4	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL SEATTLE (TACOMA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>47.1</b>	<b>5.9</b>	<b>5.9</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>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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		750	0	2	8.5	23.4	33.8	9.7	10.8	10.2	2.8	0.3	0.3	0.0	0.3	25	70.8	26	805
TOTAL MANCHESTER		18295	0	128	4.0	20.5	39.0	14.1	12.1	7.0	1.5	0.9	0.2	0.0	0.7	22	70.3	18	18447

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
<b>SALZBURG</b>	FLYBE LTD	S	20	0	0	40.0	20.0	25.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>SALZBURG</b>	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	37.5	39	8	
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>20.0</b>	<b>25.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>37.5</b>	<b>39</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>20.0</b>	<b>25.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>37.5</b>	<b>39</b>	<b>8</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	BMI REGIONAL	S	88	0	4	0.0	34.8	43.5	5.4	5.4	2.2	1.1	3.3	0.0	0.0	4.3	17	80.4	12	92	
<b>TOTAL BRUSSELS</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>34.8</b>	<b>43.5</b>	<b>5.4</b>	<b>5.4</b>	<b>2.2</b>	<b>1.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>17</b>	<b>80.4</b>	<b>12</b>	<b>92</b>	
<b>TOTAL BELGIUM</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>34.8</b>	<b>43.5</b>	<b>5.4</b>	<b>5.4</b>	<b>2.2</b>	<b>1.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>17</b>	<b>80.4</b>	<b>12</b>	<b>92</b>	
<b>BULGARIA</b>																					
<b>BURGAS</b>	BH AIR	S	26	0	0	0.0	38.5	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	11	26	
<b>BURGAS</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	20.0	20.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	23	100.0	2	9	
<b>BURGAS</b>	TUI AIRWAYS LTD	S	18	0	0	0.0	38.9	33.3	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	8	18	
<b>TOTAL BURGAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.2</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</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>14</b>	<b>81.1</b>	<b>8</b>	<b>53</b>	
<b>TOTAL BULGARIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>35.2</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</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>14</b>	<b>81.1</b>	<b>8</b>	<b>53</b>	
<b>CROATIA</b>																					
<b>DUBROVNIK</b>	JET2.COM LTD	S	16	0	0	12.5	37.5	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	16	
<b>DUBROVNIK</b>	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	7	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>50.0</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>0.0</b>	<b>7</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
<b>SPLIT</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	3	4	
<b>TOTAL SPLIT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
<b>TOTAL CROATIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>46.4</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>9</b>	<b>90.0</b>	<b>6</b>	<b>20</b>	
<b>CYPRUS</b>																					
<b>LARNACA</b>	JET2.COM LTD	S	16	0	0	12.5	18.8	37.5	18.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	55.6	30	9	
<b>LARNACA</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	5.6	33.3	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	20	75.0	11	16	
<b>LARNACA</b>	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	23.5	23.5	11.8	35.3	0.0	0.0	0.0	0.0	0.0	36	66.7	12	18	
<b>TOTAL LARNACA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>9.8</b>	<b>31.4</b>	<b>21.6</b>	<b>11.8</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>24</b>	<b>67.4</b>	<b>15</b>	<b>43</b>	
<b>PAPHOS</b>	JET2.COM LTD	S	16	0	0	37.5	6.3	25.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	58.8	14	17	
<b>PAPHOS</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	87.5	6	8	
<b>PAPHOS</b>	TUI AIRWAYS LTD	S	17	0	0	0.0	5.9	17.6	5.9	47.1	23.5	0.0	0.0	0.0	0.0	0.0	42	64.7	13	17	
<b>TOTAL PAPHOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>6.1</b>	<b>21.2</b>	<b>15.2</b>	<b>27.3</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.7</b>	<b>12</b>	<b>42</b>	
<b>TOTAL CYPRUS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>8.3</b>	<b>27.4</b>	<b>19.0</b>	<b>17.9</b>	<b>15.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>67.1</b>	<b>14</b>	<b>85</b>	
<b>CZECH REPUBLIC</b>																					
<b>PRAGUE</b>	JET2.COM LTD	S	18	0	0	5.6	11.1	33.3	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	88.9	5	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>88.9</b>	<b>5</b>	<b>18</b>	
<b>DENMARK</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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>COPENHAGEN</b>	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	36	1	
<b>COPENHAGEN</b>	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	76.7	10	30	
<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</b>	<b>74.2</b>	<b>10</b>	<b>31</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>74.2</b>	<b>10</b>	<b>31</b>	
<b>EGYPT</b>																				
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	12.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	62.5	16	8	
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</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>9</b>	<b>62.5</b>	<b>16</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</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>9</b>	<b>62.5</b>	<b>16</b>	<b>8</b>	
<b>FRANCE</b>																				
<b>NICE</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	2	0.0	28.6	32.1	10.7	17.9	3.6	0.0	0.0	0.0	0.0	7.1	19	70.6	14	34
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>28.6</b>	<b>32.1</b>	<b>10.7</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>7.1</b>	<b>19</b>	<b>70.6</b>	<b>14</b>	<b>34</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	164	0	8	1.2	25.0	40.1	12.2	9.9	5.8	1.2	0.0	0.0	0.0	4.7	17	70.2	17	168
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>164</b>	<b>0</b>	<b>8</b>	<b>1.2</b>	<b>25.0</b>	<b>40.1</b>	<b>12.2</b>	<b>9.9</b>	<b>5.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>17</b>	<b>70.2</b>	<b>17</b>	<b>168</b>
<b>TOTAL FRANCE</b>			<b>190</b>	<b>0</b>	<b>10</b>	<b>1.0</b>	<b>25.5</b>	<b>39.0</b>	<b>12.0</b>	<b>11.0</b>	<b>5.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>17</b>	<b>70.3</b>	<b>17</b>	<b>202</b>
<b>GERMANY</b>																				
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	15.4	34.6	26.9	0.0	15.4	7.7	0.0	0.0	0.0	0.0	12	76.9	16	26	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>26.9</b>	<b>0.0</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.9</b>	<b>16</b>	<b>26</b>	
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	50	0	0	0.0	6.0	60.0	16.0	12.0	6.0	0.0	0.0	0.0	0.0	19	63.9	13	36	
<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	81.3	11	16	
<b>TOTAL DUSSELDORF</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.0</b>	<b>60.0</b>	<b>16.0</b>	<b>12.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.2</b>	<b>12</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>15.8</b>	<b>48.7</b>	<b>10.5</b>	<b>13.2</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.8</b>	<b>14</b>	<b>78</b>	
<b>GREECE</b>																				
<b>CORFU</b>	EASYJET AIRLINE COMPANY 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	12	87.5	4	8	
<b>CORFU</b>	JET2.COM LTD	S	8	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	8	
<b>CORFU</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	38.9	11.1	22.2	0.0	0.0	0.0	0.0	0.0	14	100.0	4	18	
<b>CORFU</b>	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	55.6	27.8	0.0	11.1	0.0	0.0	0.0	0.0	22	83.3	9	18	
<b>TOTAL CORFU</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>11.5</b>	<b>51.9</b>	<b>19.2</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>17</b>	<b>92.3</b>	<b>5</b>	<b>52</b>	
<b>HERAKLION</b>	JET2.COM LTD	S	18	0	0	11.1	5.6	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	23	47.1	19	17	
<b>HERAKLION</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	17	100.0	3	8	
<b>HERAKLION</b>	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	21	100.0	7	8	
<b>TOTAL HERAKLION</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>41.2</b>	<b>23.5</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>21</b>	<b>72.7</b>	<b>12</b>	<b>33</b>	
<b>KAVALA</b>	THOMAS COOK AIRLINES LTD	S	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL KAVALA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>KEFALLINIA</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	18	100.0	2	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
KEFALLINIA	TUI AIRWAYS 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	9	100.0	5	10
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>4</b>	<b>18</b>
KOS	THOMAS COOK AIRLINES LTD	S	9	0	0	11.1	0.0	33.3	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	28	90.0	4	10
KOS	TUI AIRWAYS LTD	S	16	0	0	0.0	18.8	25.0	12.5	43.8	0.0	0.0	0.0	0.0	0.0	0.0	26	75.0	10	8
<b>TOTAL KOS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>12.0</b>	<b>28.0</b>	<b>8.0</b>	<b>44.0</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>26</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	31	100.0	0	2
RHODES	JET2.COM LTD	S	17	0	0	5.9	5.9	29.4	11.8	23.5	23.5	0.0	0.0	0.0	0.0	0.0	37	52.9	21	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	77.8	5	9	
RHODES	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	44.4	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	50.0	40	16
<b>TOTAL RHODES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>2.3</b>	<b>36.4</b>	<b>22.7</b>	<b>20.5</b>	<b>15.9</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>59.1</b>	<b>24</b>	<b>44</b>
SALONIKA	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	6	0.0	0	0
SALONIKA	TUI AIRWAYS LTD	S	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	18	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>50.0</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SKIATHOS	THOMAS COOK AIRLINES LTD	S	7	0	0	14.3	28.6	14.3	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	16	10
<b>TOTAL SKIATHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>16</b>	<b>10</b>
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	31	25.0	40	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</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>31</b>	<b>25.0</b>	<b>40</b>	<b>8</b>
ZAKINTHOS	JET2.COM LTD	S	18	0	0	11.1	16.7	16.7	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	62.5	12	16
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	43.8	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	5	18
ZAKINTHOS	TUI AIRWAYS LTD	S	18	0	0	0.0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	41	72.2	14	18
<b>TOTAL ZAKINTHOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>19.2</b>	<b>28.8</b>	<b>15.4</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>73.1</b>	<b>10</b>	<b>52</b>
<b>TOTAL GREECE</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>11.6</b>	<b>37.6</b>	<b>20.9</b>	<b>18.2</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>22</b>	<b>74.9</b>	<b>12</b>	<b>235</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	26	0	0	11.5	23.1	46.2	3.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	24	76.9	14	26
<b>TOTAL CORK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>46.2</b>	<b>3.8</b>	<b>7.7</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>24</b>	<b>76.9</b>	<b>14</b>	<b>26</b>
DUBLIN	AER LINGUS	S	60	0	0	0.0	36.7	45.0	8.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	90.7	4	140
DUBLIN	RYANAIR	S	110	0	0	0.9	31.8	38.2	12.7	7.3	9.1	0.0	0.0	0.0	0.0	0.0	15	80.4	10	112
<b>TOTAL DUBLIN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>33.5</b>	<b>40.6</b>	<b>11.2</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>86.1</b>	<b>7</b>	<b>252</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>32.1</b>	<b>41.3</b>	<b>10.2</b>	<b>7.1</b>	<b>6.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.3</b>	<b>7</b>	<b>278</b>
<b>ITALY</b>																				
NAPLES	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	12	18
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>12</b>	<b>18</b>
PISA	JET2.COM LTD	S	18	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	68.8	12	16
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.8</b>	<b>12</b>	<b>16</b>
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	0.0	22.2	61.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	72.2	14	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>14</b>	<b>18</b>	
VERONA VILLAFRANCA	NEOS SPA	S	10	0	0	20.0	20.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	8	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	50.0	0.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	58	75.0	6	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
<b>TOTAL ITALY</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>16.7</b>	<b>56.9</b>	<b>9.7</b>	<b>8.3</b>	<b>2.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>12</b>	<b>68</b>	
<b>MALTA</b>																					
MALTA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	44.4	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	18	75.0	15	16	
MALTA	JET2.COM LTD	S	8	0	0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	32	10	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>42.3</b>	<b>19.2</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>0.0</b>	<b>15</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>42.3</b>	<b>19.2</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>0.0</b>	<b>15</b>	<b>76.9</b>	<b>22</b>	<b>26</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	12	0	0	25.0	16.7	25.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	14	78.6	12	14	
<b>TOTAL CANCUN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>16.7</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
<b>TOTAL MEXICO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>16.7</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	240	0	0	0.8	27.9	45.4	14.6	6.7	3.8	0.4	0.0	0.4	0.0	0.0	14	85.2	8	298	
<b>TOTAL AMSTERDAM</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>27.9</b>	<b>45.4</b>	<b>14.6</b>	<b>6.7</b>	<b>3.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.2</b>	<b>8</b>	<b>298</b>	
<b>TOTAL NETHERLANDS</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>27.9</b>	<b>45.4</b>	<b>14.6</b>	<b>6.7</b>	<b>3.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.2</b>	<b>8</b>	<b>298</b>	
<b>NORWAY</b>																					
STAVANGER	BMI REGIONAL	S	42	0	0	0.0	45.2	45.2	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	83.3	9	42	
<b>TOTAL STAVANGER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.2</b>	<b>45.2</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>9</b>	<b>42</b>	
<b>TOTAL NORWAY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.2</b>	<b>45.2</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>9</b>	<b>42</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	16	0	4	0.0	25.0	35.0	5.0	5.0	5.0	0.0	5.0	0.0	0.0	20.0	30	100.0	3	18	
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>25.0</b>	<b>35.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>30</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	0.0	50.0	27.8	5.6	5.6	0.0	5.6	5.6	0.0	0.0	0.0	24	77.8	18	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.8</b>	<b>18</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	5.6	38.9	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>88.9</b>	<b>5</b>	<b>18</b>	
WROCLAW	RYANAIR	S	14	0	2	0.0	37.5	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12.5	5	100.0	5	18	
<b>TOTAL WROCLAW</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>37.5</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>12.5</b>	<b>5</b>	<b>100.0</b>	<b>5</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>66</b>	<b>0</b>	<b>6</b>	<b>1.4</b>	<b>37.5</b>	<b>37.5</b>	<b>6.9</b>	<b>2.8</b>	<b>1.4</b>	<b>1.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>16</b>	<b>91.7</b>	<b>8</b>	<b>72</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	50	0	0	6.0	42.0	48.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	12	88.0	6	50	
FARO	JET2.COM LTD	S	60	0	0	23.3	25.0	43.3	0.0	3.3	3.3	1.7	0.0	0.0	0.0	0.0	10	91.7	5	60	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
FARO	RYANAIR	S	34	0	0	14.7	26.5	44.1	8.8	2.9	0.0	0.0	0.0	2.9	0.0	0.0	39	88.2	7	34
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	70.0	9	10
<b>TOTAL FARO</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>31.3</b>	<b>45.1</b>	<b>2.1</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.3</b>	<b>6</b>	<b>154</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>31.3</b>	<b>45.1</b>	<b>2.1</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.3</b>	<b>6</b>	<b>154</b>
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>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>100.0</b>	<b>3</b>	<b>8</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	57	0	2	0.0	23.7	35.6	16.9	13.6	3.4	3.4	0.0	0.0	0.0	3.4	20	69.1	17	55
ALICANTE	JET2.COM LTD	S	94	0	0	4.3	27.7	50.0	10.6	5.3	2.1	0.0	0.0	0.0	0.0	0.0	9	87.5	6	120
ALICANTE	RYANAIR	S	61	0	0	4.9	34.4	54.1	4.9	0.0	0.0	0.0	0.0	1.6	0.0	0.0	12	86.7	6	60
ALICANTE	TUI AIRWAYS LTD	S	27	0	0	0.0	37.0	44.4	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	8	24
<b>TOTAL ALICANTE</b>			<b>239</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>29.5</b>	<b>46.9</b>	<b>10.8</b>	<b>6.2</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>83.0</b>	<b>9</b>	<b>259</b>
ALMERIA	JET2.COM LTD	S	16	0	0	6.3	43.8	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	8
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	1	8
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</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>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>16</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	2.1	29.2	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	67.3	17	52
<b>TOTAL BARCELONA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>29.2</b>	<b>43.8</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>67.3</b>	<b>17</b>	<b>52</b>
GIRONA	JET2.COM LTD	S	16	0	0	0.0	50.0	37.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	9	92.3	6	26
GIRONA	RYANAIR	S	18	0	0	0.0	33.3	27.8	5.6	16.7	11.1	5.6	0.0	0.0	0.0	0.0	26	93.8	4	16
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>32.4</b>	<b>2.9</b>	<b>11.8</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>18</b>	<b>92.9</b>	<b>5</b>	<b>42</b>
IBIZA	JET2.COM LTD	S	60	0	0	21.7	23.3	36.7	13.3	1.7	1.7	1.7	0.0	0.0	0.0	0.0	10	84.6	9	52
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	68.8	16	16
IBIZA	TUI AIRWAYS LTD	S	28	0	0	3.6	21.4	53.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	80.0	11	25
<b>TOTAL IBIZA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>21.7</b>	<b>43.4</b>	<b>17.0</b>	<b>0.9</b>	<b>2.8</b>	<b>0.9</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>93</b>
MADRID	RYANAIR	S	19	0	0	0.0	10.5	26.3	31.6	15.8	15.8	0.0	0.0	0.0	0.0	0.0	29	38.9	18	18
<b>TOTAL MADRID</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>26.3</b>	<b>31.6</b>	<b>15.8</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>29</b>	<b>38.9</b>	<b>18</b>	<b>18</b>
MAHON	JET2.COM LTD	S	28	0	0	3.6	32.1	50.0	0.0	7.1	3.6	3.6	0.0	0.0	0.0	0.0	13	84.6	11	26
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	22.2	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18
MAHON	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	81.3	9	16
<b>TOTAL MAHON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>24.1</b>	<b>44.4</b>	<b>9.3</b>	<b>11.1</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>13</b>	<b>85.0</b>	<b>9</b>	<b>60</b>
MALAGA	AIR EUROPA	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	19	0.0	0	0
MALAGA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	23.1	53.8	15.4	5.8	0.0	1.9	0.0	0.0	0.0	0.0	13	71.2	11	52
MALAGA	JET2.COM LTD	S	54	0	0	20.4	31.5	35.2	11.1	1.9	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	60

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	RYANAIR	S	41	0	0	0.0	46.3	46.3	2.4	2.4	0.0	2.4	0.0	0.0	0.0	0.0	8	95.2	4	42	
MALAGA	TUI AIRWAYS LTD	S	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	27	55.6	22	18	
<b>TOTAL MALAGA</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>29.4</b>	<b>44.8</b>	<b>12.3</b>	<b>5.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.7</b>	<b>9</b>	<b>172</b>	
MURCIA SAN JAVIER	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	6	83.3	10	18	
<b>TOTAL MURCIA SAN JAVIER</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>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>83.3</b>	<b>10</b>	<b>18</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	87.5	5	8	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	3.2	32.3	46.8	16.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.5	13	51	
PALMA DE MALLORCA	JET2.COM LTD	S	104	0	0	14.4	20.2	49.0	9.6	4.8	1.9	0.0	0.0	0.0	0.0	0.0	8	79.8	10	104	
PALMA DE MALLORCA	RYANAIR	S	60	0	0	0.0	11.7	43.3	25.0	18.3	1.7	0.0	0.0	0.0	0.0	0.0	18	81.7	10	60	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	36	0	0	2.8	13.9	44.4	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	86.5	9	52	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	26	0	0	0.0	3.8	53.8	15.4	11.5	15.4	0.0	0.0	0.0	0.0	0.0	25	62.5	16	32	
<b>TOTAL PALMA DE MALLORCA</b>			<b>288</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>47.2</b>	<b>15.6</b>	<b>9.7</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>12</b>	<b>78.5</b>	<b>11</b>	<b>307</b>	
REUS	JET2.COM LTD	S	34	0	0	5.9	38.2	29.4	14.7	2.9	2.9	5.9	0.0	0.0	0.0	0.0	18	92.3	5	26	
REUS	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	55.6	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	26	87.5	20	16	
REUS	TUI AIRWAYS LTD	S	26	0	0	0.0	30.8	42.3	7.7	11.5	7.7	0.0	0.0	0.0	0.0	0.0	15	75.0	10	24	
<b>TOTAL REUS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>30.4</b>	<b>37.7</b>	<b>10.1</b>	<b>10.1</b>	<b>5.8</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>84.8</b>	<b>11</b>	<b>66</b>	
<b>TOTAL SPAIN</b>			<b>1054</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>25.7</b>	<b>44.2</b>	<b>13.1</b>	<b>7.7</b>	<b>2.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>80.4</b>	<b>10</b>	<b>1103</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	26	0	0	34.6	19.2	26.9	11.5	3.8	0.0	0.0	3.8	0.0	0.0	0.0	13	88.5	10	26	
ARRECIFE	RYANAIR	S	18	0	0	16.7	11.1	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	13	16	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	16	0	0	31.3	31.3	25.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	92.3	4	26	
ARRECIFE	TUI AIRWAYS LTD	S	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	100.0	3	18	
<b>TOTAL ARRECIFE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>24.6</b>	<b>23.2</b>	<b>33.3</b>	<b>11.6</b>	<b>4.3</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>10</b>	<b>91.9</b>	<b>7</b>	<b>86</b>	
FUERTEVENTURA	JET2.COM LTD	S	16	0	0	37.5	18.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	16.7	22.2	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	87.5	15	16	
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>17.6</b>	<b>29.4</b>	<b>20.6</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>11</b>	<b>94.1</b>	<b>8</b>	<b>34</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	11.1	44.4	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	0.0	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	8	
LAS PALMAS	TUI AIRWAYS 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	5	87.5	7	8	
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>29.4</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>93.8</b>	<b>4</b>	<b>32</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	35	0	0	8.6	28.6	45.7	11.4	5.7	0.0	0.0	0.0	0.0	0.0	0.0	8	88.4	30	43	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	15.4	65.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	96.2	4	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	5.6	22.2	11.1	33.3	5.6	0.0	11.1	0.0	0.0	0.0	48	82.4	13	17	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 2017		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	26	0	0	0.0	19.2	57.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	76.0	14	25
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>19.0</b>	<b>49.5</b>	<b>10.5</b>	<b>10.5</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.5</b>	<b>18</b>	<b>111</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>21.5</b>	<b>42.1</b>	<b>11.6</b>	<b>6.6</b>	<b>1.7</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.1</b>	<b>12</b>	<b>263</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	17	18
<b>TOTAL GENEVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.8</b>	<b>17</b>	<b>18</b>
<b>TOTAL SWITZERLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>77.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.8</b>	<b>17</b>	<b>18</b>
TUNISIA																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	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	27	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TURKEY																				
ANTALYA	FREEBIRD AIRLINES	S	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	21	0.0	0	0
ANTALYA	JET2.COM LTD	S	26	0	0	7.7	15.4	26.9	26.9	19.2	3.8	0.0	0.0	0.0	0.0	0.0	19	60.0	18	10
ANTALYA	THOMAS COOK AIRLINES LTD	S	34	0	0	2.9	20.6	29.4	29.4	14.7	2.9	0.0	0.0	0.0	0.0	0.0	17	100.0	3	24
<b>TOTAL ANTALYA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>19.1</b>	<b>26.5</b>	<b>29.4</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>18</b>	<b>88.2</b>	<b>7</b>	<b>34</b>
BODRUM (MILAS)	JET2.COM LTD	S	9	0	0	22.2	11.1	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	0.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>5.9</b>	<b>23.5</b>	<b>29.4</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DALAMAN	FREEBIRD AIRLINES	S	10	0	0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	7	8
DALAMAN	JET2.COM LTD	S	27	0	0	3.7	29.6	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	88.2	7	17
DALAMAN	THOMAS COOK AIRLINES LTD	S	51	0	0	15.7	23.5	31.4	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	11	91.4	5	35
DALAMAN	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	44.4	33.3	5.6	5.6	0.0	5.6	0.0	0.0	0.0	26	70.0	12	10
<b>TOTAL DALAMAN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>21.7</b>	<b>33.0</b>	<b>18.9</b>	<b>12.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.1</b>	<b>7</b>	<b>70</b>
<b>TOTAL TURKEY</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>19.4</b>	<b>29.8</b>	<b>23.6</b>	<b>14.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>7</b>	<b>104</b>
UNITED ARAB EMIRATES																				
DUBAI	EMIRATES	S	60	0	0	21.7	31.7	33.3	10.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	10	88.3	7	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>31.7</b>	<b>33.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.3</b>	<b>7</b>	<b>60</b>
<b>TOTAL UNITED ARAB</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>31.7</b>	<b>33.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.3</b>	<b>7</b>	<b>60</b>
UNITED KINGDOM																				
ABERDEEN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.6	16	135
ABERDEEN	FLYBE LTD	S	125	0	13	10.1	20.3	30.4	10.9	4.3	6.5	3.6	4.3	0.0	0.0	9.4	30	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>125</b>	<b>0</b>	<b>13</b>	<b>10.1</b>	<b>20.3</b>	<b>30.4</b>	<b>10.9</b>	<b>4.3</b>	<b>6.5</b>	<b>3.6</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>30</b>	<b>75.6</b>	<b>16</b>	<b>135</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	22	0	0	18.2	22.7	36.4	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>24.0</b>	<b>36.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	160	0	2	0.0	38.9	43.8	8.6	5.6	1.2	0.6	0.0	0.0	0.0	1.2	9	72.5	17	160
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.9</b>	<b>43.8</b>	<b>8.6</b>	<b>5.6</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>72.5</b>	<b>17</b>	<b>160</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	117	0	2	0.8	21.0	36.1	10.9	19.3	6.7	1.7	1.7	0.0	0.0	1.7	25	66.7	14	96
<b>TOTAL BRISTOL</b>			<b>117</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>21.0</b>	<b>36.1</b>	<b>10.9</b>	<b>19.3</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>25</b>	<b>66.7</b>	<b>14</b>	<b>96</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	82.6	9	86
CARDIFF WALES	FLYBE LTD	S	74	0	12	11.6	14.0	29.1	11.6	7.0	7.0	5.8	0.0	0.0	0.0	14.0	25	0.0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>74</b>	<b>0</b>	<b>12</b>	<b>11.6</b>	<b>14.0</b>	<b>29.1</b>	<b>11.6</b>	<b>7.0</b>	<b>7.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.0</b>	<b>25</b>	<b>82.6</b>	<b>9</b>	<b>86</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	9	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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1
<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>0.0</b>	<b>54</b>	<b>1</b>
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
EXETER	FLYBE LTD	S	60	0	0	1.7	38.3	38.3	11.7	5.0	1.7	0.0	3.3	0.0	0.0	0.0	16	66.7	18	60
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>38.3</b>	<b>38.3</b>	<b>11.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>18</b>	<b>60</b>
HEATHROW	BRITISH AIRWAYS PLC	S	310	0	2	0.0	42.9	36.9	9.3	6.1	3.2	1.0	0.0	0.0	0.0	0.6	10	82.2	11	332
<b>TOTAL HEATHROW</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>42.9</b>	<b>36.9</b>	<b>9.3</b>	<b>6.1</b>	<b>3.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>82.2</b>	<b>11</b>	<b>332</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	0.0	18	1
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</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	84.6	10	52
ISLE OF MAN	FLYBE LTD	S	4	0	0	25.0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL ISLE OF MAN</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>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>84.6</b>	<b>10</b>	<b>52</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	34	0	0	14.7	47.1	20.6	8.8	2.9	2.9	2.9	0.0	0.0	0.0	0.0	11	96.4	2	28
<b>TOTAL JERSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>47.1</b>	<b>20.6</b>	<b>8.8</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>11</b>	<b>96.4</b>	<b>2</b>	<b>28</b>
MANCHESTER	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	42	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	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	15	100.0	3	8
<b>TOTAL NEWQUAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>3</b>	<b>8</b>

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	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	11	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>100.0</b>	<b>11</b>	<b>2</b>
SOUTHAMPTON	FLYBE LTD	S	150	0	2	3.3	39.5	34.2	7.9	7.2	6.6	0.0	0.0	0.0	0.0	1.3	12	85.6	7	216
<b>TOTAL SOUTHAMPTON</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>39.5</b>	<b>34.2</b>	<b>7.9</b>	<b>7.2</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>85.6</b>	<b>7</b>	<b>216</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1071</b>	<b>0</b>	<b>33</b>	<b>3.7</b>	<b>33.4</b>	<b>35.5</b>	<b>10.0</b>	<b>7.5</b>	<b>4.4</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>16</b>	<b>79.2</b>	<b>12</b>	<b>1178</b>
<b>USA</b>																				
SANFORD	TUI AIRWAYS LTD	S	12	0	0	0.0	25.0	33.3	16.7	0.0	0.0	8.3	16.7	0.0	0.0	0.0	63	71.4	8	14
<b>TOTAL SANFORD</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>71.4</b>	<b>8</b>	<b>14</b>
<b>TOTAL USA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>71.4</b>	<b>8</b>	<b>14</b>
<b>TOTAL NEWCASTLE</b>			<b>4286</b>	<b>0</b>	<b>55</b>	<b>5.7</b>	<b>26.8</b>	<b>40.1</b>	<b>12.3</b>	<b>8.5</b>	<b>3.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>80.7</b>	<b>11</b>	<b>4530</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
OSTEND	SPRINTAIR	C	0	0	0	0.0	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 OSTEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 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>5</b>	<b>1</b>	
<b>FRANCE</b>																					
AVIGNON	FLYBE LTD	S	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	15	75.0	37	16	
<b>TOTAL AVIGNON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>37</b>	<b>16</b>	
BASTIA	FLYBE LTD	S	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	8	
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
BERGERAC	FLYBE LTD	S	60	0	0	0.0	48.3	31.7	3.3	10.0	1.7	5.0	0.0	0.0	0.0	0.0	15	80.9	16	68	
<b>TOTAL BERGERAC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.3</b>	<b>31.7</b>	<b>3.3</b>	<b>10.0</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.9</b>	<b>16</b>	<b>68</b>	
BIARRITZ	FLYBE LTD	S	10	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	88.9	5	18	
<b>TOTAL BIARRITZ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</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>26</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
BORDEAUX	FLYBE LTD	S	34	0	0	2.9	38.2	52.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	88.1	11	42	
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>38.2</b>	<b>52.9</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.1</b>	<b>11</b>	<b>42</b>	
BREST	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	58	87.5	12	8	
<b>TOTAL BREST</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>58</b>	<b>87.5</b>	<b>12</b>	<b>8</b>	
LA ROCHELLE	FLYBE LTD	S	36	0	0	2.8	47.2	38.9	2.8	2.8	2.8	0.0	2.8	0.0	0.0	0.0	14	88.5	12	52	
<b>TOTAL LA ROCHELLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>47.2</b>	<b>38.9</b>	<b>2.8</b>	<b>2.8</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>14</b>	<b>88.5</b>	<b>12</b>	<b>52</b>	
LIMOGES	FLYBE LTD	S	26	0	0	7.7	11.5	34.6	7.7	34.6	3.8	0.0	0.0	0.0	0.0	0.0	21	84.0	6	50	
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>11.5</b>	<b>34.6</b>	<b>7.7</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>21</b>	<b>84.0</b>	<b>6</b>	<b>50</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	73.5	12	34	
<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>73.5</b>	<b>12</b>	<b>34</b>	
NANTES	FLYBE LTD	S	30	0	0	0.0	36.7	50.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	83.3	13	42	
<b>TOTAL NANTES</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.7</b>	<b>50.0</b>	<b>6.7</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>0.0</b>	<b>9</b>	<b>83.3</b>	<b>13</b>	<b>42</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	102	0	0	0.0	34.3	40.2	13.7	3.9	7.8	0.0	0.0	0.0	0.0	0.0	13	84.6	11	104	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.3</b>	<b>40.2</b>	<b>13.7</b>	<b>3.9</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>13</b>	<b>84.6</b>	<b>11</b>	<b>104</b>	
PERPIGNAN	FLYBE LTD	S	10	0	0	0.0	10.0	20.0	0.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	44	62.5	13	8	
<b>TOTAL PERPIGNAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</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>0.0</b>	<b>44</b>	<b>62.5</b>	<b>13</b>	<b>8</b>	
RENNES	FLYBE LTD	S	26	0	0	0.0	30.8	38.5	15.4	3.8	3.8	7.7	0.0	0.0	0.0	0.0	20	73.8	17	42	
<b>TOTAL RENNES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>15.4</b>	<b>3.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.8</b>	<b>17</b>	<b>42</b>	
RODEZ	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	33.3	33	15	
RODEZ	FLYBE LTD	S	16	0	2	0.0	0.0	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	11.1	21	0.0	0	0	
<b>TOTAL RODEZ</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>21</b>	<b>33.3</b>	<b>33</b>	<b>15</b>	
TOULON / HYERES	FLYBE LTD	S	14	0	0	0.0	28.6	28.6	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	20	64.7	15	34	
<b>TOTAL TOULON / HYERES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>28.6</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>20</b>	<b>64.7</b>	<b>15</b>	<b>34</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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>384</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>32.6</b>	<b>38.9</b>	<b>10.6</b>	<b>9.3</b>	<b>5.4</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>80.2</b>	<b>13</b>	<b>541</b>	
<b>GERMANY</b>																					
<b>BREMEN</b>	VOLOTEA	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 BREMEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>DUSSELDORF</b>	FLYBE LTD	S	49	0	1	6.0	40.0	28.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	2.0	7	61.5	17	52	
<b>TOTAL DUSSELDORF</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>6.0</b>	<b>40.0</b>	<b>28.0</b>	<b>16.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>7</b>	<b>61.5</b>	<b>17</b>	<b>52</b>	
<b>FRIEDRICHSHAFEN</b>	VOLOTEA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MUNICH</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.0	36	98	
<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>0.0</b>	<b>0</b>	<b>52.0</b>	<b>36</b>	<b>98</b>	
<b>TOTAL GERMANY</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>38.5</b>	<b>28.8</b>	<b>17.3</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>1.9</b>	<b>8</b>	<b>55.3</b>	<b>30</b>	<b>150</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	AER LINGUS	S	45	0	1	2.2	10.9	60.9	17.4	6.5	0.0	0.0	0.0	0.0	0.0	2.2	10	78.0	9	50	
<b>TOTAL CORK</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>10.9</b>	<b>60.9</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>2.2</b>	<b>10</b>	<b>78.0</b>	<b>9</b>	<b>50</b>	
<b>DUBLIN</b>	FLYBE LTD	S	218	0	2	2.3	19.5	43.6	11.8	12.3	9.1	0.5	0.0	0.0	0.9	18	80.4	8	179		
<b>TOTAL DUBLIN</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>19.5</b>	<b>43.6</b>	<b>11.8</b>	<b>12.3</b>	<b>9.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>80.4</b>	<b>8</b>	<b>179</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>263</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>18.0</b>	<b>46.6</b>	<b>12.8</b>	<b>11.3</b>	<b>7.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>79.9</b>	<b>8</b>	<b>229</b>		
<b>ITALY</b>																					
<b>VERONA VILLAFRANCA</b>	FLYBE LTD	S	28	0	0	0.0	10.7	39.3	17.9	21.4	10.7	0.0	0.0	0.0	0.0	0.0	24	83.3	9	24	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>39.3</b>	<b>17.9</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>24</b>	<b>83.3</b>	<b>9</b>	<b>24</b>	
<b>TOTAL ITALY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>39.3</b>	<b>17.9</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>24</b>	<b>83.3</b>	<b>9</b>	<b>24</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	FLYBE LTD	S	194	0	2	1.0	23.0	45.9	14.3	9.7	5.1	0.0	0.0	0.0	0.0	1.0	15	72.4	13	268	
<b>AMSTERDAM</b>	KLM	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>AMSTERDAM</b>	KLM CITYHOPPER	S	100	0	0	0.0	40.0	36.0	13.0	8.0	2.0	1.0	0.0	0.0	0.0	0.0	12	93.1	7	102	
<b>TOTAL AMSTERDAM</b>			<b>294</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>28.5</b>	<b>42.3</b>	<b>13.8</b>	<b>9.1</b>	<b>4.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>78.1</b>	<b>12</b>	<b>370</b>		
<b>ROTTERDAM</b>	SPRINTAIR	C	0	0	0	0.0	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 ROTTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>294</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>28.5</b>	<b>42.3</b>	<b>13.8</b>	<b>9.1</b>	<b>4.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>77.9</b>	<b>12</b>	<b>371</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	FLYBE LTD	S	25	0	0	0.0	12.0	60.0	4.0	20.0	0.0	0.0	4.0	0.0	0.0	0.0	21	57.7	28	26	
<b>TOTAL FARO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>60.0</b>	<b>4.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.7</b>	<b>28</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.0</b>	<b>60.0</b>	<b>4.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.7</b>	<b>28</b>	<b>26</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	FLYBE LTD	S	52	0	0	5.8	11.5	57.7	19.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	10	58.5	24	41	
<b>TOTAL ALICANTE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>11.5</b>	<b>57.7</b>	<b>19.2</b>	<b>5.8</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>58.5</b>	<b>24</b>	<b>41</b>	
<b>IBIZA</b>	VOLOTEA	S	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	9	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 IBIZA</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>13</b>	<b>80.0</b>	<b>9</b>	<b>10</b>	
MAHON	FLYBE LTD	C	10	0	0	0.0	50.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MAHON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	FLYBE LTD	S	36	0	0	0.0	25.0	58.3	11.1	2.8	2.8	0.0	0.0	0.0	0.0	0.0	8	58.8	26	34	
<b>TOTAL MALAGA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</b>	<b>11.1</b>	<b>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>8</b>	<b>58.8</b>	<b>26</b>	<b>34</b>	
PALMA DE MALLORCA	FLYBE LTD	S	24	0	0	0.0	12.5	45.8	16.7	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	50.0	26	26	
PALMA DE MALLORCA	VOLOTEA	S	18	0	0	5.6	11.1	11.1	33.3	11.1	27.8	0.0	0.0	0.0	0.0	0.0	37	53.1	26	32	
<b>TOTAL PALMA DE MALLORCA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>11.9</b>	<b>31.0</b>	<b>23.8</b>	<b>11.9</b>	<b>19.0</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>51.7</b>	<b>26</b>	<b>58</b>	
<b>TOTAL SPAIN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>18.9</b>	<b>45.3</b>	<b>19.6</b>	<b>6.8</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>15</b>	<b>57.3</b>	<b>24</b>	<b>143</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.6	20	105	
ABERDEEN	FLYBE LTD	S	38	0	43	0.0	18.5	18.5	4.9	1.2	2.5	0.0	1.2	0.0	0.0	53.1	16	87.5	6	16	
<b>TOTAL ABERDEEN</b>			<b>38</b>	<b>0</b>	<b>43</b>	<b>0.0</b>	<b>18.5</b>	<b>18.5</b>	<b>4.9</b>	<b>1.2</b>	<b>2.5</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>53.1</b>	<b>16</b>	<b>70.2</b>	<b>18</b>	<b>121</b>	
ALDERNEY	AURIGNY AIR SERVICES	S	173	0	8	7.2	37.0	19.9	5.5	10.5	6.1	6.1	3.3	0.0	0.0	4.4	30	67.6	17	179	
<b>TOTAL ALDERNEY</b>			<b>173</b>	<b>0</b>	<b>8</b>	<b>7.2</b>	<b>37.0</b>	<b>19.9</b>	<b>5.5</b>	<b>10.5</b>	<b>6.1</b>	<b>6.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>30</b>	<b>67.6</b>	<b>17</b>	<b>179</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	178	0	1	0.0	41.3	37.4	10.1	4.5	5.0	1.1	0.0	0.0	0.0	0.6	12	81.9	8	171	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>178</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>41.3</b>	<b>37.4</b>	<b>10.1</b>	<b>4.5</b>	<b>5.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>81.9</b>	<b>8</b>	<b>171</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	87.5	4	8	
<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>87.5</b>	<b>4</b>	<b>8</b>	
EDINBURGH	FLYBE LTD	S	221	0	1	0.0	26.1	52.7	9.9	5.9	2.7	1.4	0.9	0.0	0.0	0.5	14	77.7	15	332	
<b>TOTAL EDINBURGH</b>			<b>221</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>26.1</b>	<b>52.7</b>	<b>9.9</b>	<b>5.9</b>	<b>2.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>77.7</b>	<b>15</b>	<b>332</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	62.5	23	8	
<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>62.5</b>	<b>23</b>	<b>8</b>	
GLASGOW	FLYBE LTD	S	244	0	4	0.4	38.3	30.6	11.3	9.7	5.2	2.4	0.4	0.0	0.0	1.6	18	77.8	12	325	
<b>TOTAL GLASGOW</b>			<b>244</b>	<b>0</b>	<b>4</b>	<b>0.4</b>	<b>38.3</b>	<b>30.6</b>	<b>11.3</b>	<b>9.7</b>	<b>5.2</b>	<b>2.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>77.8</b>	<b>12</b>	<b>325</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	33.3	33	3	
GUERNSEY	BLUE ISLANDS LIMITED	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	86.3	7	248	
GUERNSEY	FLYBE LTD	S	249	0	4	4.7	64.0	19.4	5.5	1.2	1.6	0.4	1.6	0.0	0.0	1.6	8	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>250</b>	<b>0</b>	<b>5</b>	<b>4.7</b>	<b>63.5</b>	<b>19.2</b>	<b>5.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>8</b>	<b>85.7</b>	<b>8</b>	<b>251</b>	
JERSEY	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	33	85.5	7	172	
JERSEY	FLYBE LTD	S	282	0	4	2.4	42.3	36.7	5.9	4.5	6.6	0.0	0.0	0.0	0.0	1.4	10	76.6	15	128	
<b>TOTAL JERSEY</b>			<b>284</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>42.0</b>	<b>36.5</b>	<b>6.3</b>	<b>4.9</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>81.7</b>	<b>10</b>	<b>300</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	61.7	24	47	
LEEDS BRADFORD	FLYBE LTD	S	47	0	37	9.5	11.9	19.0	8.3	4.8	1.2	0.0	1.2	0.0	0.0	44.0	14	0.0	0	0	

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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 LEEDS BRADFORD</b>			<b>47</b>	<b>0</b>	<b>37</b>	<b>9.5</b>	<b>11.9</b>	<b>19.0</b>	<b>8.3</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>44.0</b>	<b>14</b>	<b>61.7</b>	<b>24</b>	<b>47</b>
LONDON CITY	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
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	AURIGNY AIR SERVICES	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
MANCHESTER	FLYBE LTD	S	256	0	3	1.9	29.0	38.2	8.9	10.4	7.3	1.9	1.2	0.0	0.0	1.2	20	81.0	11	274
<b>TOTAL MANCHESTER</b>			<b>256</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>28.8</b>	<b>38.1</b>	<b>8.8</b>	<b>10.4</b>	<b>7.3</b>	<b>1.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>20</b>	<b>81.0</b>	<b>11</b>	<b>274</b>
NEWCASTLE	FLYBE LTD	S	150	0	2	2.0	42.1	36.2	6.6	5.9	5.9	0.0	0.0	0.0	0.0	1.3	11	84.3	7	216
<b>TOTAL NEWCASTLE</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>42.1</b>	<b>36.2</b>	<b>6.6</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>1.3</b>	<b>11</b>	<b>84.3</b>	<b>7</b>	<b>216</b>
NORWICH	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
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1842</b>	<b>0</b>	<b>109</b>	<b>2.5</b>	<b>38.0</b>	<b>32.6</b>	<b>7.9</b>	<b>6.3</b>	<b>4.8</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>15</b>	<b>79.0</b>	<b>12</b>	<b>2233</b>
<b>TOTAL SOUTHAMPTON</b>			<b>3035</b>	<b>0</b>	<b>119</b>	<b>2.2</b>	<b>33.4</b>	<b>36.3</b>	<b>10.0</b>	<b>7.6</b>	<b>5.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>15</b>	<b>77.2</b>	<b>13</b>	<b>3718</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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	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	80.8	10	26
VIENNA	STOBART AIR	S	34	0	0	5.9	35.3	29.4	11.8	5.9	0.0	0.0	8.8	2.9	0.0	0.0	74	0.0	0	0
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>29.4</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>74</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
<b>TOTAL AUSTRIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>29.4</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>74</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
<b>BELGIUM</b>																				
ANTWERP	STOBART AIR	S	34	0	0	0.0	23.5	58.8	8.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL ANTWERP</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>58.8</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>0.0</b>	<b>11</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>23.5</b>	<b>58.8</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>0.0</b>	<b>11</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	68.8	18	16
DUBROVNIK	STOBART AIR	S	18	0	0	5.6	27.8	27.8	0.0	27.8	11.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</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>23</b>	<b>68.8</b>	<b>18</b>	<b>16</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	81.3	10	16
ZADAR	STOBART AIR	S	12	0	0	0.0	25.0	41.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ZADAR</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</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>13</b>	<b>81.3</b>	<b>10</b>	<b>16</b>
<b>TOTAL CROATIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>26.7</b>	<b>33.3</b>	<b>6.7</b>	<b>23.3</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>19</b>	<b>75.0</b>	<b>14</b>	<b>32</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	81.8	27	43
PRAGUE	STOBART AIR	S	60	0	0	1.7	30.0	33.3	6.7	8.3	6.7	10.0	3.3	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>30.0</b>	<b>33.3</b>	<b>6.7</b>	<b>8.3</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>81.8</b>	<b>27</b>	<b>43</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>30.0</b>	<b>33.3</b>	<b>6.7</b>	<b>8.3</b>	<b>6.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>81.8</b>	<b>27</b>	<b>43</b>
<b>FRANCE</b>																				
CAEN	STOBART AIR	S	34	0	0	5.9	41.2	32.4	8.8	2.9	0.0	5.9	2.9	0.0	0.0	0.0	21	90.5	3	41
<b>TOTAL CAEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>32.4</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>90.5</b>	<b>3</b>	<b>41</b>
CHATEAUX DEOLS	SKYTAXI	S	16	0	0	18.8	37.5	18.8	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL CHATEAUX DEOLS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>37.5</b>	<b>18.8</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>0.0</b>	<b>24</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	63.6	36	32
LYON	STOBART AIR	S	52	0	0	1.9	23.1	28.8	13.5	7.7	23.1	1.9	0.0	0.0	0.0	0.0	31	0.0	0	0
<b>TOTAL LYON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>23.1</b>	<b>28.8</b>	<b>13.5</b>	<b>7.7</b>	<b>23.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>61.8</b>	<b>36</b>	<b>32</b>
NICE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	44.1	20.6	2.9	20.6	2.9	2.9	0.0	0.0	0.0	0.0	16	84.6	17	26
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>44.1</b>	<b>20.6</b>	<b>2.9</b>	<b>20.6</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>84.6</b>	<b>17</b>	<b>26</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	52.6	18	18

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 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>52.6</b>	<b>18</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	100.0	3	1
RENNES	STOBART AIR	S	64	0	0	1.6	29.7	48.4	12.5	4.7	3.1	0.0	0.0	0.0	0.0	0.0	8	88.3	10	103
<b>TOTAL RENNES</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.7</b>	<b>48.4</b>	<b>12.5</b>	<b>4.7</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>8</b>	<b>88.5</b>	<b>10</b>	<b>104</b>
<b>TOTAL FRANCE</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>32.8</b>	<b>33.3</b>	<b>10.4</b>	<b>7.5</b>	<b>8.0</b>	<b>3.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.3</b>	<b>14</b>	<b>221</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	70.6	33	51
COLOGNE BONN	STOBART AIR	S	48	0	2	0.0	18.0	20.0	10.0	18.0	20.0	4.0	4.0	2.0	0.0	4.0	55	0.0	285	1
<b>TOTAL COLOGNE BONN</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.0</b>	<b>20.0</b>	<b>10.0</b>	<b>18.0</b>	<b>20.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>4.0</b>	<b>55</b>	<b>69.2</b>	<b>38</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.0</b>	<b>20.0</b>	<b>10.0</b>	<b>18.0</b>	<b>20.0</b>	<b>4.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>4.0</b>	<b>55</b>	<b>67.9</b>	<b>38</b>	<b>52</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	42.3	34	26
BUDAPEST	STOBART AIR	S	26	0	0	0.0	38.5	42.3	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>42.3</b>	<b>34</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>42.3</b>	<b>34</b>	<b>26</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	CITY JET	S	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	0.0	0	0
DUBLIN	STOBART AIR	S	160	0	3	2.5	17.8	30.7	11.0	9.2	16.6	3.7	4.9	1.8	0.0	1.8	57	0.0	0	0
<b>TOTAL DUBLIN</b>			<b>163</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>17.5</b>	<b>30.7</b>	<b>10.8</b>	<b>9.6</b>	<b>16.9</b>	<b>3.6</b>	<b>4.8</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>163</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>17.5</b>	<b>30.7</b>	<b>10.8</b>	<b>9.6</b>	<b>16.9</b>	<b>3.6</b>	<b>4.8</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>																				
CAGLIARI (ELMAS)	AIR MALTA	S	16	0	0	6.3	25.0	43.8	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL CAGLIARI (ELMAS)</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>0.0</b>	<b>12.5</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>
CATANIA (FONTANAROSSA)	AIR MALTA	S	16	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FLORENCE	BA CITYFLYER LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL FLORENCE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	17	41
MILAN (MALPENSA)	STOBART AIR	S	40	0	2	2.4	11.9	26.2	4.8	9.5	7.1	9.5	16.7	7.1	0.0	4.8	170	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>11.9</b>	<b>26.2</b>	<b>4.8</b>	<b>9.5</b>	<b>7.1</b>	<b>9.5</b>	<b>16.7</b>	<b>7.1</b>	<b>0.0</b>	<b>4.8</b>	<b>170</b>	<b>68.2</b>	<b>17</b>	<b>41</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	22.2	47	17
<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>22.2</b>	<b>47</b>	<b>17</b>
<b>TOTAL ITALY</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>18.4</b>	<b>35.5</b>	<b>7.9</b>	<b>7.9</b>	<b>3.9</b>	<b>7.9</b>	<b>9.2</b>	<b>3.9</b>	<b>0.0</b>	<b>2.6</b>	<b>100</b>	<b>54.8</b>	<b>26</b>	<b>58</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	24	0	4	0.0	39.3	21.4	10.7	14.3	0.0	0.0	0.0	0.0	0.0	14.3	10	0.0	0	0
MALTA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	12.5	18.8	37.5	0.0	6.3	18.8	6.3	0.0	0.0	0.0	0.0	27	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>31.8</b>	<b>27.3</b>	<b>6.8</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA NETHERLANDS</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>31.8</b>	<b>27.3</b>	<b>6.8</b>	<b>11.4</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	108	0	2	0.9	37.3	37.3	9.1	9.1	0.0	1.8	1.8	0.9	0.0	1.8	31	83.9	9	110	
<b>TOTAL AMSTERDAM</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>0.9</b>	<b>37.3</b>	<b>37.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>31</b>	<b>83.2</b>	<b>9</b>	<b>110</b>	
<b>GRONINGEN</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	33.3	44	3	
<b>GRONINGEN</b>	STOBART AIR	S	149	0	3	3.3	41.4	35.5	8.6	5.9	3.3	0.0	0.0	0.0	0.0	2.0	9	94.0	5	67	
<b>TOTAL GRONINGEN</b>			<b>149</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>41.4</b>	<b>35.5</b>	<b>8.6</b>	<b>5.9</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>91.4</b>	<b>6</b>	<b>70</b>	
<b>TOTAL NETHERLANDS</b>			<b>257</b>	<b>0</b>	<b>5</b>	<b>2.3</b>	<b>39.7</b>	<b>36.3</b>	<b>8.8</b>	<b>7.3</b>	<b>1.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>86.3</b>	<b>8</b>	<b>180</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	65	0	3	13.2	39.7	23.5	4.4	5.9	1.5	4.4	2.9	0.0	0.0	4.4	21	78.5	16	93	
<b>TOTAL FARO</b>			<b>65</b>	<b>0</b>	<b>3</b>	<b>13.2</b>	<b>39.7</b>	<b>23.5</b>	<b>4.4</b>	<b>5.9</b>	<b>1.5</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>21</b>	<b>78.5</b>	<b>16</b>	<b>93</b>	
<b>TOTAL PORTUGAL</b>			<b>65</b>	<b>0</b>	<b>3</b>	<b>13.2</b>	<b>39.7</b>	<b>23.5</b>	<b>4.4</b>	<b>5.9</b>	<b>1.5</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>21</b>	<b>78.5</b>	<b>16</b>	<b>93</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	3.3	26.7	30.0	21.7	11.7	0.0	3.3	3.3	0.0	0.0	0.0	24	77.6	11	76	
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>26.7</b>	<b>30.0</b>	<b>21.7</b>	<b>11.7</b>	<b>0.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.6</b>	<b>11</b>	<b>76</b>	
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	30	0	4	2.9	26.5	20.6	8.8	14.7	8.8	5.9	0.0	0.0	0.0	11.8	29	76.5	18	34	
<b>TOTAL BARCELONA</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>26.5</b>	<b>20.6</b>	<b>8.8</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>11.8</b>	<b>29</b>	<b>76.5</b>	<b>18</b>	<b>34</b>	
<b>IBIZA</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	46.2	19.2	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	63.0	32	27	
<b>TOTAL IBIZA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>46.2</b>	<b>19.2</b>	<b>11.5</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>12</b>	<b>63.0</b>	<b>32</b>	<b>27</b>	
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	19	18	
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.8</b>	<b>19</b>	<b>18</b>	
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	1.7	33.3	36.7	6.7	10.0	10.0	0.0	0.0	1.7	0.0	0.0	42	82.0	10	59	
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>33.3</b>	<b>36.7</b>	<b>6.7</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>82.0</b>	<b>10</b>	<b>59</b>	
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	38.9	16.7	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	2	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>16.7</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>3</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>PALMA DE MALLORCA</b>	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>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	3.3	38.3	40.0	11.7	1.7	1.7	0.0	3.3	0.0	0.0	0.0	13	50.0	30	76	
<b>PALMA DE MALLORCA</b>	VOLOTEA	S	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	33	37.5	22	16	
<b>TOTAL PALMA DE MALLORCA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>34.8</b>	<b>37.7</b>	<b>13.0</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>47.9</b>	<b>28</b>	<b>92</b>	
<b>REUS</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	95.7	3	23	
<b>REUS</b>	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	7	1	

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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 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>95.8</b>	<b>3</b>	<b>24</b>
<b>TOTAL SPAIN</b>			<b>281</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>29.8</b>	<b>32.6</b>	<b>14.4</b>	<b>9.1</b>	<b>4.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>71.3</b>	<b>17</b>	<b>348</b>
<b>UNITED KINGDOM</b>																				
<b>GLASGOW</b>	STOBART AIR	S	90	0	8	0.0	19.4	25.5	14.3	20.4	11.2	1.0	0.0	0.0	0.0	8.2	28	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>90</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>19.4</b>	<b>25.5</b>	<b>14.3</b>	<b>20.4</b>	<b>11.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>JERSEY</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	35.7	32.1	7.1	10.7	10.7	0.0	0.0	0.0	0.0	0.0	16	79.4	19	34
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>32.1</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>16</b>	<b>79.4</b>	<b>19</b>	<b>34</b>
<b>MANCHESTER</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>MANCHESTER</b>	STOBART AIR	S	147	0	4	5.3	23.8	47.0	8.6	5.3	4.6	2.6	0.0	0.0	0.0	2.6	14	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>148</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>24.3</b>	<b>46.7</b>	<b>8.6</b>	<b>5.3</b>	<b>4.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>266</b>	<b>0</b>	<b>12</b>	<b>3.2</b>	<b>23.7</b>	<b>37.8</b>	<b>10.4</b>	<b>11.2</b>	<b>7.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>19</b>	<b>79.4</b>	<b>19</b>	<b>34</b>
<b>TOTAL SOUTHEND</b>			<b>1579</b>	<b>0</b>	<b>35</b>	<b>3.7</b>	<b>29.1</b>	<b>33.9</b>	<b>10.2</b>	<b>9.2</b>	<b>6.6</b>	<b>2.5</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>2.2</b>	<b>30</b>	<b>75.6</b>	<b>17</b>	<b>1113</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>																					
GRAZ	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	6	2	
GRAZ	CSA CZECH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>100.0</b>	<b>4</b>	<b>3</b>	
LINZ	RYANAIR	S	18	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	16	
<b>TOTAL LINZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</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>16</b>	<b>100.0</b>	<b>4</b>	<b>16</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	32	0	2	0.0	29.4	26.5	17.6	17.6	2.9	0.0	0.0	0.0	0.0	5.9	18	0.0	0	0	
SALZBURG	RYANAIR	S	44	0	0	0.0	2.3	45.5	22.7	20.5	4.5	2.3	2.3	0.0	0.0	0.0	29	78.6	9	42	
<b>TOTAL SALZBURG</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.1</b>	<b>37.2</b>	<b>20.5</b>	<b>19.2</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>24</b>	<b>78.6</b>	<b>9</b>	<b>42</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	48	0	2	0.0	2.0	22.0	32.0	18.0	14.0	8.0	0.0	0.0	0.0	4.0	44	36.5	30	50	
<b>TOTAL VIENNA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>2.0</b>	<b>22.0</b>	<b>32.0</b>	<b>18.0</b>	<b>14.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>44</b>	<b>36.5</b>	<b>30</b>	<b>50</b>		
<b>TOTAL AUSTRIA</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>11.0</b>	<b>32.9</b>	<b>23.3</b>	<b>19.2</b>	<b>6.8</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>30</b>	<b>62.8</b>	<b>18</b>	<b>111</b>	
<b>BULGARIA</b>																					
BURGAS	TUI AIRWAYS LTD	C	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	9	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PLOVDIV	RYANAIR	S	26	0	0	0.0	3.8	23.1	30.8	34.6	7.7	0.0	0.0	0.0	0.0	0.0	29	84.6	6	24	
<b>TOTAL PLOVDIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>23.1</b>	<b>30.8</b>	<b>34.6</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>29</b>	<b>84.6</b>	<b>6</b>	<b>24</b>	
SOFIA	RYANAIR	S	120	0	0	0.0	5.0	37.5	28.3	13.3	10.0	5.0	0.8	0.0	0.0	0.0	33	80.8	13	120	
<b>TOTAL SOFIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>37.5</b>	<b>28.3</b>	<b>13.3</b>	<b>10.0</b>	<b>5.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>80.8</b>	<b>13</b>	<b>120</b>	
<b>TOTAL BULGARIA</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>5.8</b>	<b>35.5</b>	<b>27.1</b>	<b>17.4</b>	<b>9.0</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>81.5</b>	<b>12</b>	<b>144</b>	
<b>CANADA</b>																					
TORONTO	PRIMERA AIR SCANDINAVIA	S	23	0	2	32.0	16.0	32.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	5	0.0	0	0	
<b>TOTAL TORONTO</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>32.0</b>	<b>16.0</b>	<b>32.0</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>0.0</b>	<b>8.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>32.0</b>	<b>16.0</b>	<b>32.0</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>0.0</b>	<b>8.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CHINA</b>																					
BEIJING	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	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>11</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>11</b>	<b>1</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	51	0	1	0.0	42.3	30.8	17.3	3.8	3.8	0.0	0.0	0.0	0.0	1.9	11	82.7	26	52	
DUBROVNIK	JET2.COM LTD	S	34	0	0	0.0	11.8	47.1	23.5	8.8	2.9	5.9	0.0	0.0	0.0	0.0	23	80.8	12	26	
<b>TOTAL DUBROVNIK</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>30.2</b>	<b>37.2</b>	<b>19.8</b>	<b>5.8</b>	<b>3.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>82.1</b>	<b>21</b>	<b>78</b>	
PULA	JET2.COM LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	16	
PULA	RYANAIR	S	16	0	0	0.0	0.0	25.0	50.0	6.3	18.8	0.0	0.0	0.0	0.0	0.0	32	75.0	13	16	
<b>TOTAL PULA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>4.2</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>22</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
RIJEKA	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	43.8	25	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 RIJEKA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>25</b>	<b>16</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	33	0	1	2.9	44.1	35.3	2.9	8.8	0.0	2.9	0.0	0.0	0.0	2.9	10	85.3	8	34	
SPLIT	JET2.COM LTD	S	16	0	0	6.3	12.5	50.0	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>34.0</b>	<b>40.0</b>	<b>10.0</b>	<b>8.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>85.3</b>	<b>8</b>	<b>34</b>	
ZADAR	RYANAIR	S	25	0	0	0.0	0.0	8.0	16.0	32.0	40.0	4.0	0.0	0.0	0.0	0.0	61	63.9	22	36	
ZADAR	TITAN 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	19	100.0	2	8	
<b>TOTAL ZADAR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>15.6</b>	<b>12.5</b>	<b>28.1</b>	<b>34.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>70.5</b>	<b>19</b>	<b>44</b>	
<b>TOTAL CROATIA</b>			<b>190</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>25.5</b>	<b>33.9</b>	<b>17.7</b>	<b>9.9</b>	<b>8.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>77.9</b>	<b>17</b>	<b>204</b>	
<b>CYPRUS</b>																					
LARNACA	COBALT	S	24	0	0	4.2	25.0	50.0	8.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
LARNACA	JET2.COM LTD	S	43	0	0	0.0	7.0	39.5	9.3	27.9	11.6	4.7	0.0	0.0	0.0	0.0	35	41.7	19	24	
LARNACA	THOMAS COOK AIRLINES 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	99	63.6	12	11	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	37	75.0	12	8	
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	90.0	7	60	
<b>TOTAL LARNACA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>11.8</b>	<b>40.8</b>	<b>10.5</b>	<b>23.7</b>	<b>9.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>74.8</b>	<b>11</b>	<b>103</b>	
PAPHOS	JET2.COM LTD	S	43	0	0	4.7	9.3	30.2	27.9	14.0	11.6	2.3	0.0	0.0	0.0	0.0	29	56.3	20	16	
PAPHOS	RYANAIR	S	60	0	0	10.0	16.7	8.3	20.0	25.0	15.0	3.3	1.7	0.0	0.0	0.0	37	78.3	11	60	
PAPHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	23.5	17.6	17.6	35.3	0.0	0.0	0.0	0.0	0.0	43	93.8	6	16	
<b>TOTAL PAPHOS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>12.5</b>	<b>18.3</b>	<b>22.5</b>	<b>20.0</b>	<b>16.7</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>77.2</b>	<b>11</b>	<b>92</b>	
<b>TOTAL CYPRUS</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>12.2</b>	<b>27.0</b>	<b>17.9</b>	<b>21.4</b>	<b>13.8</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>75.9</b>	<b>11</b>	<b>195</b>	
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	60	0	0	0.0	6.7	23.3	23.3	33.3	10.0	3.3	0.0	0.0	0.0	0.0	36	68.3	19	60	
<b>TOTAL BRNO (TURANY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>23.3</b>	<b>23.3</b>	<b>33.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>68.3</b>	<b>19</b>	<b>60</b>	
OSTRAVA	RYANAIR	S	26	0	0	0.0	0.0	11.5	11.5	34.6	34.6	7.7	0.0	0.0	0.0	0.0	59	69.2	18	26	
<b>TOTAL OSTRAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>11.5</b>	<b>34.6</b>	<b>34.6</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>69.2</b>	<b>18</b>	<b>26</b>	
PARDUBICE	RYANAIR	S	26	0	0	0.0	0.0	23.1	30.8	11.5	34.6	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL PARDUBICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>30.8</b>	<b>11.5</b>	<b>34.6</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>0.0</b>	<b>0</b>	<b>0</b>	
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	58	0	0	0.0	0.0	15.5	29.3	34.5	10.3	8.6	1.7	0.0	0.0	0.0	44	60.3	19	58	
PRAGUE	RYANAIR	S	138	0	0	1.4	16.7	23.2	18.1	19.6	17.4	3.6	0.0	0.0	0.0	0.0	35	75.6	12	78	
<b>TOTAL PRAGUE</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>11.7</b>	<b>20.9</b>	<b>21.4</b>	<b>24.0</b>	<b>15.3</b>	<b>5.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>69.1</b>	<b>15</b>	<b>136</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>8.8</b>	<b>20.8</b>	<b>21.8</b>	<b>25.6</b>	<b>17.5</b>	<b>4.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>68.9</b>	<b>17</b>	<b>222</b>	
<b>DENMARK</b>																					
AALBORG	RYANAIR	S	34	0	0	0.0	8.8	38.2	32.4	17.6	2.9	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL AALBORG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>38.2</b>	<b>32.4</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AARHUS (TIRSTRUP)	RYANAIR	S	60	0	0	0.0	20.0	48.3	16.7	11.7	1.7	0.0	0.0	1.7	0.0	0.0	19	75.0	9	60	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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 AARHUS (TIRSTRUP)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>48.3</b>	<b>16.7</b>	<b>11.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>9</b>	<b>60</b>	
BILLUND	RYANAIR	S	111	0	2	0.0	10.6	27.4	3.5	15.0	32.7	7.1	1.8	0.0	0.0	1.8	52	60.7	18	112	
<b>TOTAL BILLUND</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.6</b>	<b>27.4</b>	<b>3.5</b>	<b>15.0</b>	<b>32.7</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>52</b>	<b>60.7</b>	<b>18</b>	<b>112</b>	
COPENHAGEN	RYANAIR	S	180	0	2	2.2	7.1	25.3	17.6	28.6	14.8	1.6	1.6	0.0	0.0	1.1	37	82.8	8	178	
<b>TOTAL COPENHAGEN</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>7.1</b>	<b>25.3</b>	<b>17.6</b>	<b>28.6</b>	<b>14.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>37</b>	<b>82.8</b>	<b>8</b>	<b>178</b>	
<b>TOTAL DENMARK</b>			<b>385</b>	<b>0</b>	<b>4</b>	<b>1.0</b>	<b>10.3</b>	<b>30.6</b>	<b>14.7</b>	<b>21.1</b>	<b>17.0</b>	<b>2.8</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>37</b>	<b>74.4</b>	<b>11</b>	<b>350</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	34	0	0	2.9	14.7	58.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	97.1	3	34	
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>58.8</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>97.1</b>	<b>3</b>	<b>34</b>	
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>14.7</b>	<b>58.8</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>97.1</b>	<b>3</b>	<b>34</b>	
<b>FINLAND</b>																					
TAMPERE	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	0	1	
<b>TOTAL TAMPERE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 FINLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>																					
AJACCIO	AIR CORSICA	S	26	0	0	0.0	11.5	38.5	7.7	3.8	26.9	3.8	7.7	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL AJACCIO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>38.5</b>	<b>7.7</b>	<b>3.8</b>	<b>26.9</b>	<b>3.8</b>	<b>7.7</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>	
BASTIA	AIR CORSICA	S	26	0	0	0.0	26.9	23.1	19.2	11.5	19.2	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL BASTIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>23.1</b>	<b>19.2</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BERGERAC	RYANAIR	S	60	0	0	1.7	6.7	38.3	26.7	16.7	8.3	1.7	0.0	0.0	0.0	0.0	25	69.5	14	59	
<b>TOTAL BERGERAC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>6.7</b>	<b>38.3</b>	<b>26.7</b>	<b>16.7</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>69.5</b>	<b>14</b>	<b>59</b>	
BEZIERS	RYANAIR	S	26	0	0	0.0	3.8	38.5	26.9	7.7	19.2	3.8	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>38.5</b>	<b>26.9</b>	<b>7.7</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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIARRITZ	RYANAIR	S	68	0	8	2.6	17.1	32.9	9.2	18.4	7.9	1.3	0.0	0.0	0.0	10.5	24	85.0	9	60	
<b>TOTAL BIARRITZ</b>			<b>68</b>	<b>0</b>	<b>8</b>	<b>2.6</b>	<b>17.1</b>	<b>32.9</b>	<b>9.2</b>	<b>18.4</b>	<b>7.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>24</b>	<b>85.0</b>	<b>9</b>	<b>60</b>	
BORDEAUX	RYANAIR	S	52	0	0	0.0	1.9	19.2	25.0	46.2	7.7	0.0	0.0	0.0	0.0	0.0	31	69.2	16	26	
<b>TOTAL BORDEAUX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.9</b>	<b>19.2</b>	<b>25.0</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>69.2</b>	<b>16</b>	<b>26</b>	
BRIVE-LA-GAILLARDE	RYANAIR	S	18	0	0	0.0	16.7	50.0	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	87.5	5	16	
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
CALVI	TITAN AIRWAYS LTD	C	8	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	49	100.0	0	8	
<b>TOTAL CALVI</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>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>49</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
CARCASSONNE	RYANAIR	S	60	0	0	0.0	3.3	23.3	31.7	20.0	20.0	0.0	1.7	0.0	0.0	0.0	36	80.0	13	60	
<b>TOTAL CARCASSONNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>23.3</b>	<b>31.7</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>80.0</b>	<b>13</b>	<b>60</b>	
CLERMONT FERRAND	RYANAIR	S	18	0	0	0.0	16.7	55.6	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL CLERMONT FERRAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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
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	83.3	7	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>83.3</b>	<b>7</b>	<b>18</b>
DINARD	RYANAIR	S	42	0	0	0.0	4.8	26.2	28.6	23.8	7.1	9.5	0.0	0.0	0.0	0.0	36	75.0	8	52
<b>TOTAL DINARD</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.8</b>	<b>26.2</b>	<b>28.6</b>	<b>23.8</b>	<b>7.1</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>75.0</b>	<b>8</b>	<b>52</b>
FIGARI	AIR CORSICA	S	10	0	0	0.0	0.0	0.0	30.0	50.0	10.0	0.0	10.0	0.0	0.0	0.0	69	0.0	0	0
<b>TOTAL FIGARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>69</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GRENOBLE	RYANAIR	S	26	0	0	0.0	19.2	30.8	7.7	19.2	19.2	3.8	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>7.7</b>	<b>19.2</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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	RYANAIR	S	42	0	0	2.4	14.3	35.7	21.4	7.1	11.9	2.4	4.8	0.0	0.0	0.0	41	79.4	8	34
<b>TOTAL LA ROCHELLE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>14.3</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>11.9</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>79.4</b>	<b>8</b>	<b>34</b>
LIMOGES	RYANAIR	S	54	0	6	0.0	5.0	41.7	18.3	15.0	3.3	6.7	0.0	0.0	0.0	10.0	29	82.7	8	52
<b>TOTAL LIMOGES</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>5.0</b>	<b>41.7</b>	<b>18.3</b>	<b>15.0</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>29</b>	<b>82.7</b>	<b>8</b>	<b>52</b>
MARSEILLE	RYANAIR	S	80	0	10	1.1	10.0	43.3	8.9	12.2	10.0	3.3	0.0	0.0	0.0	11.1	28	78.2	12	78
<b>TOTAL MARSEILLE</b>			<b>80</b>	<b>0</b>	<b>10</b>	<b>1.1</b>	<b>10.0</b>	<b>43.3</b>	<b>8.9</b>	<b>12.2</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>28</b>	<b>78.2</b>	<b>12</b>	<b>78</b>
NICE	BA CITYFLYER LTD	S	10	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	51	87.5	9	8
NICE	EASYJET AIRLINE COMPANY LTD	S	56	0	4	0.0	16.7	33.3	18.3	10.0	8.3	0.0	6.7	0.0	0.0	6.7	37	63.5	29	52
NICE	JET2.COM LTD	S	52	0	0	0.0	9.6	40.4	21.2	13.5	9.6	1.9	3.8	0.0	0.0	0.0	31	0.0	0	0
NICE	RYANAIR	S	48	0	10	0.0	0.0	6.9	10.3	31.0	20.7	1.7	10.3	1.7	0.0	17.2	95	0.0	0	0
<b>TOTAL NICE</b>			<b>166</b>	<b>0</b>	<b>14</b>	<b>0.0</b>	<b>9.4</b>	<b>28.3</b>	<b>15.6</b>	<b>17.2</b>	<b>12.2</b>	<b>1.1</b>	<b>7.8</b>	<b>0.6</b>	<b>0.0</b>	<b>7.8</b>	<b>53</b>	<b>66.7</b>	<b>26</b>	<b>60</b>
NIMES	RYANAIR	S	34	0	0	0.0	0.0	50.0	26.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	23	82.4	8	34
<b>TOTAL NIMES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>26.5</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>0.0</b>	<b>23</b>	<b>82.4</b>	<b>8</b>	<b>34</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	0.0	0	100.0	10	1
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
PERPIGNAN	RYANAIR	S	42	0	0	0.0	14.3	47.6	11.9	11.9	11.9	0.0	2.4	0.0	0.0	0.0	32	67.6	16	34
<b>TOTAL PERPIGNAN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>47.6</b>	<b>11.9</b>	<b>11.9</b>	<b>11.9</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>67.6</b>	<b>16</b>	<b>34</b>
POITIERS	RYANAIR	S	46	0	0	2.2	10.9	30.4	21.7	21.7	8.7	4.3	0.0	0.0	0.0	0.0	30	73.9	11	46
<b>TOTAL POITIERS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.9</b>	<b>30.4</b>	<b>21.7</b>	<b>21.7</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>73.9</b>	<b>11</b>	<b>46</b>
STRASBOURG	RYANAIR	S	15	0	0	0.0	0.0	60.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	15	68.8	15	16
<b>TOTAL STRASBOURG</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>33.3</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>15</b>	<b>68.8</b>	<b>15</b>	<b>16</b>
TARBES-LOURDES INTERNATIONAL	AIR ONE	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	51	0.0	0	0
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	36	0	0	0.0	16.7	30.6	25.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	20	80.8	10	26
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	5	5

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													JUN 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 TARDES-LOURDES INTERNATIONAL</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>33.3</b>	<b>23.1</b>	<b>28.2</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>20</b>	<b>80.6</b>	<b>9</b>	<b>31</b>
TOULON / HYERES	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL TOULON / HYERES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	RYANAIR	S	96	0	18	0.0	1.8	22.8	16.7	21.9	13.2	2.6	5.3	0.0	0.0	15.8	48	58.5	19	94
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>96</b>	<b>0</b>	<b>18</b>	<b>0.0</b>	<b>1.8</b>	<b>22.8</b>	<b>16.7</b>	<b>21.9</b>	<b>13.2</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>48</b>	<b>58.5</b>	<b>19</b>	<b>94</b>
TOURS	RYANAIR	S	22	0	0	0.0	4.5	36.4	31.8	13.6	9.1	4.5	0.0	0.0	0.0	0.0	28	90.9	5	22
<b>TOTAL TOURS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>36.4</b>	<b>31.8</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>28</b>	<b>90.9</b>	<b>5</b>	<b>22</b>
<b>TOTAL FRANCE</b>			<b>1078</b>	<b>0</b>	<b>56</b>	<b>0.5</b>	<b>8.8</b>	<b>32.9</b>	<b>19.0</b>	<b>18.1</b>	<b>11.1</b>	<b>2.2</b>	<b>2.4</b>	<b>0.1</b>	<b>0.0</b>	<b>4.9</b>	<b>35</b>	<b>75.2</b>	<b>13</b>	<b>801</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	RYANAIR	S	226	0	4	5.7	19.1	24.3	10.4	17.8	16.1	3.5	1.3	0.0	0.0	1.7	35	70.0	17	230
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>5.7</b>	<b>19.1</b>	<b>24.3</b>	<b>10.4</b>	<b>17.8</b>	<b>16.1</b>	<b>3.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>35</b>	<b>70.0</b>	<b>17</b>	<b>230</b>
BERLIN (TEGEL)	BA CITYFLYER LTD	S	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	25	44.4	28	9
<b>TOTAL BERLIN (TEGEL)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</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>0.0</b>	<b>25</b>	<b>44.4</b>	<b>28</b>	<b>9</b>
BRAUNSCHWEIG	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	5	2
<b>TOTAL BRAUNSCHWEIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
BREMEN	RYANAIR	S	100	0	2	0.0	18.6	35.3	19.6	11.8	10.8	0.0	2.0	0.0	0.0	2.0	27	83.3	18	60
<b>TOTAL BREMEN</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.6</b>	<b>35.3</b>	<b>19.6</b>	<b>11.8</b>	<b>10.8</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>27</b>	<b>83.3</b>	<b>18</b>	<b>60</b>
COLOGNE BONN	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	27	1
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	82	0	4	0.0	3.5	17.4	16.3	31.4	24.4	1.2	1.2	0.0	0.0	4.7	46	19.6	58	46
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	72.2	23	89
COLOGNE BONN	RYANAIR	S	144	0	0	0.7	16.0	16.0	18.8	22.2	18.1	5.6	2.8	0.0	0.0	0.0	46	69.2	20	104
<b>TOTAL COLOGNE BONN</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>0.4</b>	<b>11.3</b>	<b>16.5</b>	<b>17.8</b>	<b>25.7</b>	<b>20.4</b>	<b>3.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>46</b>	<b>60.6</b>	<b>28</b>	<b>240</b>
DORTMUND	RYANAIR	S	58	0	2	0.0	20.0	33.3	16.7	11.7	11.7	1.7	1.7	0.0	0.0	3.3	28	75.0	11	60
<b>TOTAL DORTMUND</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>33.3</b>	<b>16.7</b>	<b>11.7</b>	<b>11.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>28</b>	<b>75.0</b>	<b>11</b>	<b>60</b>
FRANKFURT MAIN	LUFTHANSA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
FRANKFURT MAIN	RYANAIR	S	112	0	8	0.0	5.8	23.3	20.0	21.7	16.7	2.5	3.3	0.0	0.0	6.7	45	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>112</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>5.8</b>	<b>23.3</b>	<b>20.0</b>	<b>21.7</b>	<b>16.7</b>	<b>2.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>45</b>	<b>0.0</b>	<b>24</b>	<b>1</b>
HAHN	RYANAIR	S	60	0	0	0.0	31.7	41.7	18.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	10	93.3	5	60
<b>TOTAL HAHN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.7</b>	<b>41.7</b>	<b>18.3</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>10</b>	<b>93.3</b>	<b>5</b>	<b>60</b>
HAMBURG	RYANAIR	S	116	0	4	3.3	30.0	25.8	14.2	15.0	4.2	1.7	1.7	0.8	0.0	3.3	30	82.5	14	120
<b>TOTAL HAMBURG</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>30.0</b>	<b>25.8</b>	<b>14.2</b>	<b>15.0</b>	<b>4.2</b>	<b>1.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>3.3</b>	<b>30</b>	<b>82.5</b>	<b>14</b>	<b>120</b>
HANOVER	EUROWINGS LUFTVERKEHRS	S	46	0	4	0.0	6.0	38.0	22.0	20.0	6.0	0.0	0.0	0.0	0.0	8.0	24	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	81.0	12	42
<b>TOTAL HANOVER</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>6.0</b>	<b>38.0</b>	<b>22.0</b>	<b>20.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>24</b>	<b>81.0</b>	<b>12</b>	<b>42</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	60	0	0	3.3	10.0	26.7	23.3	23.3	8.3	1.7	3.3	0.0	0.0	0.0	33	71.7	12	60

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 KARLSRUHE/BADEN BADEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>10.0</b>	<b>26.7</b>	<b>23.3</b>	<b>23.3</b>	<b>8.3</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>71.7</b>	<b>12</b>	<b>60</b>	
LEIPZIG	RYANAIR	S	25	0	0	0.0	4.0	4.0	8.0	48.0	24.0	12.0	0.0	0.0	0.0	0.0	60	57.7	26	26	
<b>TOTAL LEIPZIG</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>48.0</b>	<b>24.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>57.7</b>	<b>26</b>	<b>26</b>	
MEMMINGEN ALLGAU	RYANAIR	S	42	0	0	0.0	11.9	47.6	26.2	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	85.7	9	42	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.9</b>	<b>47.6</b>	<b>26.2</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>15</b>	<b>85.7</b>	<b>9</b>	<b>42</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	18.3	25.0	15.0	16.7	23.3	1.7	0.0	0.0	0.0	0.0	35	70.0	18	60	
MUNICH	EUROWINGS LUFTVERKEHRS	S	46	0	4	0.0	0.0	24.0	30.0	16.0	22.0	0.0	0.0	0.0	0.0	8.0	37	73.1	9	48	
MUNICH	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MUNICH	TRANSAVIA FRANCE	C	0	0	0	0.0	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 MUNICH</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>10.0</b>	<b>24.5</b>	<b>21.8</b>	<b>16.4</b>	<b>22.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>35</b>	<b>71.9</b>	<b>14</b>	<b>110</b>	
NIEDERRHEIN	RYANAIR	S	26	0	0	0.0	11.5	42.3	34.6	7.7	3.8	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL NIEDERRHEIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>34.6</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NUREMBERG	RYANAIR	S	103	0	0	0.0	17.5	12.6	14.6	22.3	20.4	12.6	0.0	0.0	0.0	0.0	50	84.6	11	104	
<b>TOTAL NUREMBERG</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.5</b>	<b>12.6</b>	<b>14.6</b>	<b>22.3</b>	<b>20.4</b>	<b>12.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>84.6</b>	<b>11</b>	<b>104</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	70.8	15	24	
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	39.3	35	28	
<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>53.8</b>	<b>26</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>1315</b>	<b>0</b>	<b>32</b>	<b>1.5</b>	<b>15.7</b>	<b>25.5</b>	<b>17.4</b>	<b>18.7</b>	<b>14.2</b>	<b>3.0</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>35</b>	<b>72.7</b>	<b>17</b>	<b>1218</b>	
<b>GREECE</b>																					
ATHENS	RYANAIR	S	102	0	0	2.9	13.7	24.5	16.7	21.6	17.6	2.9	0.0	0.0	0.0	0.0	34	65.6	19	96	
<b>TOTAL ATHENS</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>13.7</b>	<b>24.5</b>	<b>16.7</b>	<b>21.6</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>34</b>	<b>65.6</b>	<b>19</b>	<b>96</b>	
CHANIA	RYANAIR	S	18	0	0	0.0	16.7	27.8	27.8	5.6	22.2	0.0	0.0	0.0	0.0	0.0	29	88.9	9	18	
<b>TOTAL CHANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</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>29</b>	<b>88.9</b>	<b>9</b>	<b>18</b>	
CORFU	JET2.COM LTD	S	25	0	0	0.0	4.0	48.0	36.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
CORFU	RYANAIR	S	24	0	0	0.0	4.2	25.0	12.5	20.8	33.3	4.2	0.0	0.0	0.0	0.0	49	88.5	10	26	
CORFU	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	0.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	91	100.0	1	8	
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	22.2	0.0	5.6	11.1	0.0	0.0	0.0	0.0	29	94.4	5	18	
<b>TOTAL CORFU</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>38.7</b>	<b>21.3</b>	<b>12.0</b>	<b>14.7</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>92.3</b>	<b>7</b>	<b>52</b>	
HERAKLION	JET2.COM LTD	S	43	0	0	4.7	20.9	58.1	7.0	2.3	7.0	0.0	0.0	0.0	0.0	0.0	13	92.3	9	26	
HERAKLION	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	31.3	25.0	18.8	6.3	6.3	0.0	0.0	0.0	0.0	34	66.7	13	18	
<b>TOTAL HERAKLION</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>18.6</b>	<b>50.8</b>	<b>11.9</b>	<b>6.8</b>	<b>6.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.8</b>	<b>10</b>	<b>44</b>	
KEFALLINIA	JET2.COM LTD	S	18	0	0	0.0	5.6	33.3	27.8	16.7	16.7	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
KEFALLINIA	RYANAIR	S	16	0	0	0.0	18.8	31.3	12.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	25	83.3	9	18	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	12.5	12.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	51	100.0	2	8	
KEFALLINIA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	87.5	4	8	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 KEFALLINIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>10.0</b>	<b>32.0</b>	<b>22.0</b>	<b>20.0</b>	<b>12.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>88.2</b>	<b>6</b>	<b>34</b>		
KOS	JET2.COM LTD	S	24	0	0	4.2	16.7	58.3	16.7	4.2	0.0	0.0	0.0	0.0	0.0	8	72.2	9	18		
KOS	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	0.0	11.1	0.0	0.0	40	80.0	8	10		
KOS	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	18	37.5	36	8		
<b>TOTAL KOS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>9.8</b>	<b>51.2</b>	<b>19.5</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>15</b>	<b>36</b>		
PREVEZA	TITAN AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	0.0	25.0	25.0	12.5	0.0	0.0	0.0	49	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>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
RHODES	JET2.COM LTD	S	33	0	0	0.0	12.1	27.3	24.2	24.2	9.1	3.0	0.0	0.0	0.0	29	76.9	14	26		
RHODES	RYANAIR	S	18	0	0	0.0	5.6	33.3	22.2	16.7	22.2	0.0	0.0	0.0	0.0	34	53.8	32	26		
RHODES	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	23	100.0	4	8		
RHODES	TUI AIRWAYS LTD	C	17	0	0	5.9	11.8	17.6	17.6	17.6	23.5	5.9	0.0	0.0	0.0	40	82.4	8	17		
<b>TOTAL RHODES</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>10.5</b>	<b>26.3</b>	<b>23.7</b>	<b>21.1</b>	<b>14.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>72.7</b>	<b>18</b>	<b>77</b>		
SALONIKA	JET2.COM LTD	S	18	0	0	5.6	22.2	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	11	0.0	0	0		
SALONIKA	RYANAIR	S	61	0	0	0.0	0.0	14.8	36.1	18.0	31.1	0.0	0.0	0.0	0.0	41	88.3	17	60		
<b>TOTAL SALONIKA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>5.1</b>	<b>24.1</b>	<b>30.4</b>	<b>13.9</b>	<b>25.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>88.3</b>	<b>17</b>	<b>60</b>		
SKIATHOS	THOMAS COOK AIRLINES LTD	S	10	0	0	20.0	10.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	37	10		
<b>TOTAL SKIATHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>37</b>	<b>10</b>		
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	20.0	30.0	10.0	20.0	10.0	10.0	0.0	0.0	0.0	37	62.5	11	8		
ZAKINTHOS	JET2.COM LTD	S	34	0	0	0.0	14.7	35.3	20.6	26.5	0.0	2.9	0.0	0.0	0.0	23	88.9	6	18		
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	15.4	34.6	15.4	26.9	0.0	0.0	7.7	0.0	0.0	38	80.8	6	26		
ZAKINTHOS	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	14	87.5	3	8		
<b>TOTAL ZAKINTHOS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>37.2</b>	<b>16.7</b>	<b>24.4</b>	<b>1.3</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.7</b>	<b>6</b>	<b>60</b>		
<b>TOTAL GREECE</b>			<b>596</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>11.2</b>	<b>33.7</b>	<b>20.3</b>	<b>16.6</b>	<b>12.9</b>	<b>2.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>78.0</b>	<b>14</b>	<b>487</b>		
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	206	0	0	0.5	3.4	22.3	20.4	24.3	19.4	7.8	1.5	0.5	0.0	50	51.7	22	180		
<b>TOTAL BUDAPEST</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>3.4</b>	<b>22.3</b>	<b>20.4</b>	<b>24.3</b>	<b>19.4</b>	<b>7.8</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>50</b>	<b>51.7</b>	<b>22</b>	<b>180</b>		
<b>TOTAL HUNGARY</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>3.4</b>	<b>22.3</b>	<b>20.4</b>	<b>24.3</b>	<b>19.4</b>	<b>7.8</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>50</b>	<b>51.7</b>	<b>22</b>	<b>180</b>		
<b>ICELAND</b>																					
KEFLAVIK	WOW AIR	S	60	0	0	0.0	13.3	25.0	23.3	18.3	15.0	5.0	0.0	0.0	0.0	35	0.0	0	0		
<b>TOTAL KEFLAVIK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>25.0</b>	<b>23.3</b>	<b>18.3</b>	<b>15.0</b>	<b>5.0</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 ICELAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>25.0</b>	<b>23.3</b>	<b>18.3</b>	<b>15.0</b>	<b>5.0</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>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	178	0	2	1.7	20.6	26.7	13.9	17.8	12.2	2.8	1.7	1.7	0.0	40	82.2	14	180		
<b>TOTAL CORK</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>20.6</b>	<b>26.7</b>	<b>13.9</b>	<b>17.8</b>	<b>12.2</b>	<b>2.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>40</b>	<b>82.2</b>	<b>14</b>	<b>180</b>		
DUBLIN	AIR FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1		
DUBLIN	CITY JET	S	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		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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
DUBLIN	RYANAIR	S	455	0	0	0.9	9.0	26.2	21.1	24.0	16.0	2.0	0.9	0.0	0.0	0.0	36	69.9	14	422
<b>TOTAL DUBLIN</b>			<b>456</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>9.0</b>	<b>26.3</b>	<b>21.1</b>	<b>23.9</b>	<b>16.0</b>	<b>2.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>69.7</b>	<b>14</b>	<b>423</b>
IRELAND WEST(KNOCK)	RYANAIR	S	85	0	1	1.2	25.6	41.9	11.6	12.8	5.8	0.0	0.0	0.0	0.0	1.2	15	94.2	4	86
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>1.2</b>	<b>25.6</b>	<b>41.9</b>	<b>11.6</b>	<b>12.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>15</b>	<b>94.2</b>	<b>4</b>	<b>86</b>
KERRY COUNTY	RYANAIR	S	42	0	0	0.0	7.1	31.0	31.0	16.7	9.5	2.4	2.4	0.0	0.0	0.0	34	70.5	11	44
<b>TOTAL KERRY COUNTY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>31.0</b>	<b>31.0</b>	<b>16.7</b>	<b>9.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>70.5</b>	<b>11</b>	<b>44</b>
SHANNON	RYANAIR	S	104	0	0	0.0	5.8	23.1	10.6	26.0	28.8	4.8	1.0	0.0	0.0	0.0	51	71.2	14	104
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.8</b>	<b>23.1</b>	<b>10.6</b>	<b>26.0</b>	<b>28.8</b>	<b>4.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>71.2</b>	<b>14</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>865</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>12.6</b>	<b>27.8</b>	<b>17.9</b>	<b>21.4</b>	<b>15.4</b>	<b>2.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>36</b>	<b>75.1</b>	<b>13</b>	<b>837</b>
<b>ISRAEL</b>																				
TEL AVIV	ARKIA	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	44.4	33	18
<b>TOTAL TEL AVIV</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>44.4</b>	<b>33</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>44.4</b>	<b>33</b>	<b>18</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	RYANAIR	S	26	0	0	0.0	3.8	15.4	30.8	23.1	23.1	3.8	0.0	0.0	0.0	0.0	42	64.7	27	34
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>15.4</b>	<b>30.8</b>	<b>23.1</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>42</b>	<b>64.7</b>	<b>27</b>	<b>34</b>
ANCONA	RYANAIR	S	60	0	0	0.0	8.3	55.0	18.3	3.3	11.7	1.7	1.7	0.0	0.0	0.0	24	90.0	8	60
<b>TOTAL ANCONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>55.0</b>	<b>18.3</b>	<b>3.3</b>	<b>11.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>90.0</b>	<b>8</b>	<b>60</b>
BARI (PALESE)	RYANAIR	S	59	0	0	0.0	0.0	6.8	16.9	35.6	28.8	10.2	1.7	0.0	0.0	0.0	60	66.7	21	60
BARI (PALESE)	TITAN AIRWAYS LTD	C	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>15.9</b>	<b>39.7</b>	<b>27.0</b>	<b>9.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>66.7</b>	<b>21</b>	<b>60</b>
BERGAMO	RYANAIR	S	238	0	2	5.0	22.5	19.6	20.0	19.2	9.6	2.9	0.0	0.4	0.0	0.8	29	77.1	17	240
<b>TOTAL BERGAMO</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>22.5</b>	<b>19.6</b>	<b>20.0</b>	<b>19.2</b>	<b>9.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>29</b>	<b>77.1</b>	<b>17</b>	<b>240</b>
BOLOGNA	RYANAIR	S	110	0	0	1.8	10.0	16.4	23.6	22.7	20.0	3.6	0.9	0.9	0.0	0.0	46	72.3	21	112
<b>TOTAL BOLOGNA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>10.0</b>	<b>16.4</b>	<b>23.6</b>	<b>22.7</b>	<b>20.0</b>	<b>3.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>72.3</b>	<b>21</b>	<b>112</b>
BRINDISI	RYANAIR	S	42	0	0	0.0	14.3	61.9	11.9	0.0	9.5	2.4	0.0	0.0	0.0	0.0	20	88.1	5	42
<b>TOTAL BRINDISI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>61.9</b>	<b>11.9</b>	<b>0.0</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>20</b>	<b>88.1</b>	<b>5</b>	<b>42</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	58	0	2	0.0	11.7	40.0	15.0	23.3	5.0	1.7	0.0	0.0	0.0	3.3	23	62.7	18	59
CAGLIARI (ELMAS)	RYANAIR	S	26	0	0	0.0	0.0	38.5	15.4	26.9	15.4	0.0	3.8	0.0	0.0	0.0	40	65.4	18	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.1</b>	<b>39.5</b>	<b>15.1</b>	<b>24.4</b>	<b>8.1</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>28</b>	<b>63.5</b>	<b>18</b>	<b>85</b>
COMISO	RYANAIR	S	18	0	0	0.0	5.6	22.2	22.2	22.2	27.8	0.0	0.0	0.0	0.0	0.0	41	77.8	36	18
<b>TOTAL COMISO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</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>77.8</b>	<b>36</b>	<b>18</b>
FLORENCE	BA CITYFLYER LTD	S	17	0	0	0.0	11.8	29.4	0.0	23.5	17.6	0.0	17.6	0.0	0.0	0.0	64	62.5	12	16
<b>TOTAL FLORENCE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>29.4</b>	<b>0.0</b>	<b>23.5</b>	<b>17.6</b>	<b>0.0</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>62.5</b>	<b>12</b>	<b>16</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
GENOA	RYANAIR	S	50	0	2	0.0	0.0	21.2	19.2	30.8	19.2	3.8	1.9	0.0	0.0	3.8	44	53.8	18	52
<b>TOTAL GENOA</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>21.2</b>	<b>19.2</b>	<b>30.8</b>	<b>19.2</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>44</b>	<b>53.8</b>	<b>18</b>	<b>52</b>
LAMETIA-TERME	RYANAIR	S	34	0	0	0.0	2.9	32.4	35.3	26.5	2.9	0.0	0.0	0.0	0.0	0.0	22	73.5	18	34
<b>TOTAL LAMETIA-TERME</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>32.4</b>	<b>35.3</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>22</b>	<b>73.5</b>	<b>18</b>	<b>34</b>
MILAN (LINATE)	BA CITYFLYER LTD	S	18	0	0	0.0	44.4	22.2	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	82.4	6	17
<b>TOTAL MILAN (LINATE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</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>0.0</b>	<b>17</b>	<b>82.4</b>	<b>6</b>	<b>17</b>
MILAN (MALPENSA)	RYANAIR	S	121	0	0	0.0	5.0	9.9	20.7	26.4	25.6	10.7	0.8	0.8	0.0	0.0	63	68.3	22	120
MILAN (MALPENSA)	STOBART AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.9</b>	<b>9.8</b>	<b>20.5</b>	<b>27.0</b>	<b>25.4</b>	<b>10.7</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>68.3</b>	<b>22</b>	<b>120</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	117	0	3	0.0	20.8	29.2	15.8	15.8	11.7	1.7	1.7	0.8	0.0	2.5	33	74.1	14	112
NAPLES	JET2.COM LTD	S	24	0	0	0.0	12.5	29.2	16.7	25.0	12.5	4.2	0.0	0.0	0.0	0.0	32	0.0	0	0
NAPLES	RYANAIR	S	60	0	0	0.0	0.0	41.7	26.7	23.3	6.7	1.7	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL NAPLES</b>			<b>201</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>13.7</b>	<b>32.8</b>	<b>19.1</b>	<b>19.1</b>	<b>10.3</b>	<b>2.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.5</b>	<b>31</b>	<b>74.1</b>	<b>14</b>	<b>112</b>
PALERMO	RYANAIR	S	61	0	2	0.0	1.6	12.7	25.4	23.8	27.0	3.2	3.2	0.0	0.0	3.2	51	73.3	15	60
<b>TOTAL PALERMO</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>1.6</b>	<b>12.7</b>	<b>25.4</b>	<b>23.8</b>	<b>27.0</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>51</b>	<b>73.3</b>	<b>15</b>	<b>60</b>
PERUGIA	RYANAIR	S	50	0	0	0.0	2.0	40.0	30.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	22	94.2	7	52
<b>TOTAL PERUGIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>40.0</b>	<b>30.0</b>	<b>24.0</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>22</b>	<b>94.2</b>	<b>7</b>	<b>52</b>
PESCARA	RYANAIR	S	42	0	0	0.0	0.0	19.0	23.8	28.6	21.4	2.4	4.8	0.0	0.0	0.0	52	92.9	5	42
<b>TOTAL PESCARA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>23.8</b>	<b>28.6</b>	<b>21.4</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>92.9</b>	<b>5</b>	<b>42</b>
PISA	RYANAIR	S	175	0	4	2.2	17.9	24.0	21.2	17.9	10.6	2.8	0.6	0.6	0.0	2.2	33	77.6	13	196
<b>TOTAL PISA</b>			<b>175</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>17.9</b>	<b>24.0</b>	<b>21.2</b>	<b>17.9</b>	<b>10.6</b>	<b>2.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>2.2</b>	<b>33</b>	<b>77.6</b>	<b>13</b>	<b>196</b>
RIMINI	RYANAIR	S	18	0	0	0.0	0.0	11.1	16.7	22.2	50.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL RIMINI</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>22.2</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>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	RYANAIR	S	298	0	2	1.0	10.3	26.0	17.3	19.7	19.7	4.0	0.7	0.7	0.0	0.7	41	71.7	17	300
<b>TOTAL ROME (CIAMPINO)</b>			<b>298</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>10.3</b>	<b>26.0</b>	<b>17.3</b>	<b>19.7</b>	<b>19.7</b>	<b>4.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>41</b>	<b>71.7</b>	<b>17</b>	<b>300</b>
ROME (FIUMICINO)	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	80.0	7	10
<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>80.0</b>	<b>7</b>	<b>10</b>
TREVISO	RYANAIR	S	146	0	0	0.0	6.2	41.1	20.5	12.3	11.6	5.5	1.4	1.4	0.0	0.0	40	75.6	12	162
<b>TOTAL TREVISO</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.2</b>	<b>41.1</b>	<b>20.5</b>	<b>12.3</b>	<b>11.6</b>	<b>5.5</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>75.6</b>	<b>12</b>	<b>162</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	34	0	0	0.0	0.0	20.6	35.3	17.6	20.6	5.9	0.0	0.0	0.0	0.0	41	61.8	19	34
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.6</b>	<b>35.3</b>	<b>17.6</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>41</b>	<b>61.8</b>	<b>19</b>	<b>34</b>
TURIN	RYANAIR	S	60	0	0	0.0	10.0	58.3	23.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	95.0	4	60
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>58.3</b>	<b>23.3</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>13</b>	<b>95.0</b>	<b>4</b>	<b>60</b>
VENICE	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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
VENICE	RYANAIR	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	158	0.0	0	0
<b>TOTAL VENICE</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>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>158</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	18	0	0	5.6	5.6	55.6	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	23	0.0	0	0
VERONA VILLAFRANCA	RYANAIR	S	42	0	0	0.0	11.9	54.8	11.9	9.5	7.1	2.4	2.4	0.0	0.0	0.0	26	88.6	7	44
<b>TOTAL VERONA VILLAFRANCA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>10.0</b>	<b>55.0</b>	<b>13.3</b>	<b>8.3</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.6</b>	<b>7</b>	<b>44</b>
<b>TOTAL ITALY</b>			<b>2029</b>	<b>0</b>	<b>17</b>	<b>1.1</b>	<b>10.6</b>	<b>28.1</b>	<b>20.1</b>	<b>19.6</b>	<b>14.8</b>	<b>3.5</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>37</b>	<b>75.2</b>	<b>15</b>	<b>1963</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	25.0	18	4
<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>25.0</b>	<b>18</b>	<b>4</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>25.0</b>	<b>18</b>	<b>4</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	120	0	1	1.7	15.7	38.0	17.4	13.2	12.4	0.8	0.0	0.0	0.0	0.8	23	84.2	8	118
<b>TOTAL RIGA</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>15.7</b>	<b>38.0</b>	<b>17.4</b>	<b>13.2</b>	<b>12.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>84.2</b>	<b>8</b>	<b>118</b>
<b>TOTAL LATVIA</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>15.7</b>	<b>38.0</b>	<b>17.4</b>	<b>13.2</b>	<b>12.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>84.2</b>	<b>8</b>	<b>118</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	44	0	0	11.4	25.0	25.0	11.4	18.2	6.8	0.0	0.0	2.3	0.0	0.0	29	88.2	7	34
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>25.0</b>	<b>25.0</b>	<b>11.4</b>	<b>18.2</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>88.2</b>	<b>7</b>	<b>34</b>
PALANGA	RYANAIR	S	18	0	0	5.6	33.3	55.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	100.0	2	16
<b>TOTAL PALANGA</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>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>2</b>	<b>16</b>
VILNIUS	RYANAIR	S	60	0	0	0.0	15.0	21.7	18.3	33.3	8.3	0.0	1.7	1.7	0.0	0.0	38	66.1	30	59
<b>TOTAL VILNIUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>21.7</b>	<b>18.3</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>66.1</b>	<b>30</b>	<b>59</b>
<b>TOTAL LITHUANIA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>21.3</b>	<b>27.9</b>	<b>13.1</b>	<b>23.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>78.0</b>	<b>18</b>	<b>109</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	RYANAIR	S	57	0	3	0.0	0.0	6.7	20.0	26.7	31.7	10.0	0.0	0.0	0.0	5.0	64	66.7	15	58
<b>TOTAL LUXEMBOURG</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>20.0</b>	<b>26.7</b>	<b>31.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>64</b>	<b>66.7</b>	<b>15</b>	<b>58</b>	
<b>TOTAL LUXEMBOURG</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>20.0</b>	<b>26.7</b>	<b>31.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>64</b>	<b>66.7</b>	<b>15</b>	<b>58</b>	
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	18	0	0	0.0	5.6	66.7	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
MALTA	RYANAIR	S	42	0	0	0.0	0.0	21.4	19.0	33.3	19.0	2.4	4.8	0.0	0.0	0.0	50	73.8	15	42
MALTA	TITAN AIRWAYS LTD	C	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	47	0.0	0	0
<b>TOTAL MALTA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>34.9</b>	<b>14.3</b>	<b>28.6</b>	<b>15.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>73.8</b>	<b>15</b>	<b>42</b>
<b>TOTAL MALTA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>34.9</b>	<b>14.3</b>	<b>28.6</b>	<b>15.9</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>73.8</b>	<b>15</b>	<b>42</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	66.7	19	3
<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>66.7</b>	<b>19</b>	<b>3</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>66.7</b>	<b>19</b>	<b>3</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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	
							15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	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>MOROCCO</b>																					
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	11.1	33.3	16.7	38.9	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	15	16	
<b>TOTAL AGADIR (AL MASSIRA)</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>38.9</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>22</b>	<b>50.0</b>	<b>15</b>	<b>16</b>	
FEZ	RYANAIR	S	16	0	0	12.5	31.3	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	16	
<b>TOTAL FEZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</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>0.0</b>	<b>10</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
MARRAKESH	RYANAIR	S	60	0	0	1.7	20.0	55.0	11.7	10.0	1.7	0.0	0.0	0.0	0.0	0.0	12	95.0	4	60	
<b>TOTAL MARRAKESH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>20.0</b>	<b>55.0</b>	<b>11.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.0</b>	<b>4</b>	<b>60</b>	
RABAT	RYANAIR	S	27	0	0	0.0	7.4	29.6	14.8	22.2	22.2	3.7	0.0	0.0	0.0	0.0	41	76.9	12	26	
<b>TOTAL RABAT</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>29.6</b>	<b>14.8</b>	<b>22.2</b>	<b>22.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
<b>TOTAL MOROCCO</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>17.4</b>	<b>43.8</b>	<b>13.2</b>	<b>16.5</b>	<b>5.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>83.9</b>	<b>7</b>	<b>118</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	187	0	9	1.0	20.9	20.9	9.2	18.9	17.9	4.6	2.0	0.0	0.0	4.6	38	63.1	19	194	
AMSTERDAM	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	100.0	0	1	
<b>TOTAL AMSTERDAM</b>			<b>187</b>	<b>0</b>	<b>9</b>	<b>1.0</b>	<b>20.9</b>	<b>20.9</b>	<b>9.2</b>	<b>18.9</b>	<b>17.9</b>	<b>4.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>38</b>	<b>63.3</b>	<b>19</b>	<b>195</b>	
EINDHOVEN	RYANAIR	S	117	0	3	0.0	10.0	21.7	19.2	32.5	10.8	1.7	1.7	0.0	0.0	2.5	38	75.8	9	118	
<b>TOTAL EINDHOVEN</b>			<b>117</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>10.0</b>	<b>21.7</b>	<b>19.2</b>	<b>32.5</b>	<b>10.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>38</b>	<b>75.8</b>	<b>9</b>	<b>118</b>	
<b>TOTAL NETHERLANDS</b>			<b>304</b>	<b>0</b>	<b>12</b>	<b>0.6</b>	<b>16.8</b>	<b>21.2</b>	<b>13.0</b>	<b>24.1</b>	<b>15.2</b>	<b>3.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>38</b>	<b>68.0</b>	<b>15</b>	<b>313</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	RYANAIR	S	162	0	0	0.6	10.5	24.7	20.4	27.8	10.5	4.3	0.6	0.6	0.0	0.0	37	79.7	13	172	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>10.5</b>	<b>24.7</b>	<b>20.4</b>	<b>27.8</b>	<b>10.5</b>	<b>4.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>79.7</b>	<b>13</b>	<b>172</b>	
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	0.0	5.9	32.4	29.4	20.6	11.8	0.0	0.0	0.0	0.0	0.0	25	70.6	21	34	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>32.4</b>	<b>29.4</b>	<b>20.6</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>25</b>	<b>70.6</b>	<b>21</b>	<b>34</b>	
<b>TOTAL NORWAY</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>9.7</b>	<b>26.0</b>	<b>21.9</b>	<b>26.5</b>	<b>10.7</b>	<b>3.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>78.2</b>	<b>14</b>	<b>206</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	60	0	0	1.7	28.3	56.7	6.7	1.7	3.3	0.0	0.0	1.7	0.0	0.0	20	95.0	3	60	
<b>TOTAL BYDGOSZCZ</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>28.3</b>	<b>56.7</b>	<b>6.7</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>95.0</b>	<b>3</b>	<b>60</b>	
GDANSK	RYANAIR	S	102	0	0	1.0	22.5	22.5	13.7	27.5	11.8	0.0	1.0	0.0	0.0	0.0	30	62.9	21	105	
<b>TOTAL GDANSK</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>22.5</b>	<b>22.5</b>	<b>13.7</b>	<b>27.5</b>	<b>11.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>62.9</b>	<b>21</b>	<b>105</b>	
KATOWICE	RYANAIR	S	60	0	0	0.0	6.7	18.3	20.0	33.3	13.3	6.7	1.7	0.0	0.0	0.0	45	68.3	19	60	
<b>TOTAL KATOWICE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>18.3</b>	<b>20.0</b>	<b>33.3</b>	<b>13.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>68.3</b>	<b>19</b>	<b>60</b>	
KRAKOW	RYANAIR	S	164	0	0	4.9	15.2	29.3	17.7	17.7	11.6	3.0	0.6	0.0	0.0	0.0	29	81.1	10	164	
KRAKOW	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL KRAKOW</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>15.2</b>	<b>29.3</b>	<b>17.7</b>	<b>17.7</b>	<b>11.6</b>	<b>3.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.3</b>	<b>10</b>	<b>166</b>	
LODZ LUBLINEK	RYANAIR	S	52	0	0	0.0	21.2	32.7	25.0	9.6	9.6	1.9	0.0	0.0	0.0	0.0	22	88.0	5	50	
<b>TOTAL LODZ LUBLINEK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.2</b>	<b>32.7</b>	<b>25.0</b>	<b>9.6</b>	<b>9.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.0</b>	<b>5</b>	<b>50</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JUN 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
LUBLIN (PORT LOTNICZY)	RYANAIR	S	34	0	0	0.0	5.9	55.9	26.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	79.4	8	34
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>55.9</b>	<b>26.5</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>0.0</b>	<b>15</b>	<b>79.4</b>	<b>8</b>	<b>34</b>
POZNAN	RYANAIR	S	76	0	0	0.0	5.3	21.1	18.4	34.2	11.8	5.3	3.9	0.0	0.0	0.0	47	83.1	11	59
<b>TOTAL POZNAN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>21.1</b>	<b>18.4</b>	<b>34.2</b>	<b>11.8</b>	<b>5.3</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>83.1</b>	<b>11</b>	<b>59</b>
RZESZOW	RYANAIR	S	74	0	1	0.0	12.0	41.3	12.0	17.3	13.3	2.7	0.0	0.0	0.0	1.3	26	81.3	12	75
<b>TOTAL RZESZOW</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>12.0</b>	<b>41.3</b>	<b>12.0</b>	<b>17.3</b>	<b>13.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>26</b>	<b>81.3</b>	<b>12</b>	<b>75</b>
SZCZECIN (GOLENOW)	RYANAIR	S	61	0	0	3.3	8.2	29.5	18.0	19.7	14.8	3.3	1.6	1.6	0.0	0.0	41	86.7	17	60
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>8.2</b>	<b>29.5</b>	<b>18.0</b>	<b>19.7</b>	<b>14.8</b>	<b>3.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>86.7</b>	<b>17</b>	<b>60</b>
SZYMANY (MAZURY)	RYANAIR	S	26	0	0	0.0	11.5	34.6	23.1	19.2	11.5	0.0	0.0	0.0	0.0	0.0	28	84.6	17	25
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>34.6</b>	<b>23.1</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>28</b>	<b>84.6</b>	<b>17</b>	<b>25</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	217	0	0	0.5	6.0	21.2	19.4	29.0	20.7	1.8	1.4	0.0	0.0	0.0	42	68.2	19	214
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>217</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>6.0</b>	<b>21.2</b>	<b>19.4</b>	<b>29.0</b>	<b>20.7</b>	<b>1.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>68.2</b>	<b>19</b>	<b>214</b>
WROCLAW	RYANAIR	S	100	0	4	0.0	13.5	23.1	18.3	23.1	16.3	1.0	1.0	0.0	0.0	3.8	36	64.3	15	112
<b>TOTAL WROCLAW</b>			<b>100</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>13.5</b>	<b>23.1</b>	<b>18.3</b>	<b>23.1</b>	<b>16.3</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>36</b>	<b>64.3</b>	<b>15</b>	<b>112</b>
<b>TOTAL POLAND</b>			<b>1026</b>	<b>0</b>	<b>5</b>	<b>1.3</b>	<b>12.6</b>	<b>28.7</b>	<b>17.7</b>	<b>22.3</b>	<b>13.5</b>	<b>2.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>34</b>	<b>75.6</b>	<b>14</b>	<b>1020</b>
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																				
AZORES PONTA DELGADA	RYANAIR	S	10	0	0	0.0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	35	25.0	37	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</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>35</b>	<b>25.0</b>	<b>37</b>	<b>8</b>
FARO	BA CITYFLYER LTD	S	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	11	8
FARO	JET2.COM LTD	S	60	0	0	3.3	28.3	50.0	15.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	8	90.0	4	60
FARO	RYANAIR	S	138	0	0	0.7	8.7	31.9	21.7	24.6	10.9	0.7	0.7	0.0	0.0	0.0	28	82.4	8	136
FARO	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	62.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	14	18
<b>TOTAL FARO</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.8</b>	<b>39.6</b>	<b>18.0</b>	<b>16.2</b>	<b>7.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>83.3</b>	<b>8</b>	<b>222</b>
LISBON	RYANAIR	S	179	0	0	1.7	12.3	33.0	19.6	20.1	10.1	1.7	0.0	1.7	0.0	0.0	33	82.2	10	180
<b>TOTAL LISBON</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>12.3</b>	<b>33.0</b>	<b>19.6</b>	<b>20.1</b>	<b>10.1</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>82.2</b>	<b>10</b>	<b>180</b>
OPORTO (PORTUGAL)	RYANAIR	S	154	0	2	0.0	14.7	19.9	18.6	27.6	15.4	1.9	0.6	0.0	0.0	1.3	34	77.3	12	154
OPORTO (PORTUGAL)	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>155</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.6</b>	<b>19.7</b>	<b>19.1</b>	<b>27.4</b>	<b>15.3</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>34</b>	<b>77.3</b>	<b>12</b>	<b>154</b>
<b>TOTAL PORTUGAL</b>			<b>566</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>14.1</b>	<b>31.9</b>	<b>19.2</b>	<b>20.4</b>	<b>10.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.4</b>	<b>28</b>	<b>80.5</b>	<b>10</b>	<b>564</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	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	6	88.9	3	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>6</b>	<b>88.9</b>	<b>3</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>6</b>	<b>88.9</b>	<b>3</b>	<b>18</b>	
<b>REPUBLIC OF MOLDOVA</b>																					
<b>CHISINAU (KISHINEV)</b>	AIR MOLDOVA INTERNATIONAL	S	44	0	0	4.5	15.9	36.4	20.5	15.9	6.8	0.0	0.0	0.0	0.0	0.0	19	90.5	5	42	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>15.9</b>	<b>36.4</b>	<b>20.5</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>90.5</b>	<b>5</b>	<b>42</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>15.9</b>	<b>36.4</b>	<b>20.5</b>	<b>15.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>90.5</b>	<b>5</b>	<b>42</b>	
<b>PODGORICA</b>	RYANAIR	S	16	0	0	0.0	6.3	25.0	12.5	25.0	18.8	0.0	12.5	0.0	0.0	0.0	54	81.3	10	16	
<b>TOTAL PODGORICA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
<b>BUCHAREST (OTOPENI)</b>	RYANAIR	S	118	0	2	13.3	15.8	21.7	18.3	19.2	10.0	0.0	0.0	0.0	0.0	1.7	22	63.3	15	120	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>15.8</b>	<b>21.7</b>	<b>18.3</b>	<b>19.2</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>22</b>	<b>63.3</b>	<b>15</b>	<b>120</b>	
<b>TIMISOARA</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	17	60	
<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>70.0</b>	<b>17</b>	<b>60</b>	
<b>TOTAL ROMANIA</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>15.8</b>	<b>21.7</b>	<b>18.3</b>	<b>19.2</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>22</b>	<b>65.6</b>	<b>16</b>	<b>180</b>	
<b>SLOVAK REPUBLIC</b>																					
<b>BRATISLAVA</b>	RYANAIR	S	101	0	1	2.9	21.6	27.5	14.7	12.7	15.7	2.9	1.0	0.0	0.0	1.0	31	84.9	11	86	
<b>TOTAL BRATISLAVA</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>21.6</b>	<b>27.5</b>	<b>14.7</b>	<b>12.7</b>	<b>15.7</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>31</b>	<b>84.9</b>	<b>11</b>	<b>86</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>21.6</b>	<b>27.5</b>	<b>14.7</b>	<b>12.7</b>	<b>15.7</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>31</b>	<b>84.9</b>	<b>11</b>	<b>86</b>	
<b>SLOVENIA</b>																					
<b>LJUBLJANA</b>	EASYJET AIRLINE COMPANY LTD	S	83	0	0	0.0	10.8	30.1	13.3	19.3	13.3	12.0	1.2	0.0	0.0	0.0	44	67.5	24	77	
<b>TOTAL LJUBLJANA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.8</b>	<b>30.1</b>	<b>13.3</b>	<b>19.3</b>	<b>13.3</b>	<b>12.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>67.5</b>	<b>24</b>	<b>77</b>	
<b>TOTAL SLOVENIA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.8</b>	<b>30.1</b>	<b>13.3</b>	<b>19.3</b>	<b>13.3</b>	<b>12.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>67.5</b>	<b>24</b>	<b>77</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	JET2.COM LTD	S	86	0	0	3.5	31.4	39.5	12.8	9.3	2.3	0.0	1.2	0.0	0.0	0.0	14	78.3	10	60	
<b>ALICANTE</b>	PRIMERA AIR SCANDINAVIA	S	52	0	0	1.9	11.5	34.6	17.3	9.6	9.6	9.6	3.8	1.9	0.0	0.0	54	0.0	0	0	
<b>ALICANTE</b>	RYANAIR	S	120	0	0	0.8	12.5	33.3	17.5	21.7	11.7	2.5	0.0	0.0	0.0	0.0	29	71.7	13	120	
<b>TOTAL ALICANTE</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>18.6</b>	<b>35.7</b>	<b>15.9</b>	<b>15.1</b>	<b>8.1</b>	<b>3.1</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>73.9</b>	<b>12</b>	<b>180</b>	
<b>ALMERIA</b>	JET2.COM LTD	S	16	0	0	0.0	12.5	31.3	31.3	18.8	0.0	6.3	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>ALMERIA</b>	RYANAIR	S	18	0	0	0.0	5.6	44.4	22.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	26	88.9	6	18	
<b>TOTAL ALMERIA</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>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>ASTURIAS</b>	EASYJET AIRLINE COMPANY LTD	S	33	0	1	0.0	26.5	44.1	5.9	8.8	5.9	0.0	5.9	0.0	0.0	2.9	28	71.7	19	60	
<b>TOTAL ASTURIAS</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>26.5</b>	<b>44.1</b>	<b>5.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>28</b>	<b>71.7</b>	<b>19</b>	<b>60</b>	
<b>BARCELONA</b>	RYANAIR	S	236	0	4	2.1	12.1	20.8	20.0	16.7	20.0	3.8	0.8	2.1	0.0	1.7	46	69.6	17	240	
<b>TOTAL BARCELONA</b>			<b>236</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>12.1</b>	<b>20.8</b>	<b>20.0</b>	<b>16.7</b>	<b>20.0</b>	<b>3.8</b>	<b>0.8</b>	<b>2.1</b>	<b>0.0</b>	<b>1.7</b>	<b>46</b>	<b>69.6</b>	<b>17</b>	<b>240</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	96	0	0	0.0	13.5	42.7	20.8	13.5	7.3	2.1	0.0	0.0	0.0	0.0	22	62.2	19	94	
<b>TOTAL BILBAO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.5</b>	<b>42.7</b>	<b>20.8</b>	<b>13.5</b>	<b>7.3</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>62.2</b>	<b>19</b>	<b>94</b>	
CASTELLON COSTA AZAHAR	RYANAIR	S	16	0	0	0.0	6.3	25.0	37.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	22	93.8	4	16	
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</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>22</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	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	23	90.0	3	10	
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>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>23</b>	<b>90.0</b>	<b>3</b>	<b>10</b>	
GIRONA	AIR NOSTRUM	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	
GIRONA	JET2.COM LTD	S	28	0	0	7.1	28.6	50.0	3.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	4	18	
GIRONA	RYANAIR	S	46	0	0	2.2	28.3	21.7	15.2	10.9	15.2	6.5	0.0	0.0	0.0	0.0	34	57.1	25	42	
<b>TOTAL GIRONA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>27.6</b>	<b>31.6</b>	<b>11.8</b>	<b>11.8</b>	<b>9.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.3</b>	<b>19</b>	<b>60</b>	
IBIZA	BA CITYFLYER LTD	S	27	0	1	7.1	28.6	32.1	7.1	10.7	10.7	0.0	0.0	0.0	0.0	3.6	15	87.9	7	33	
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	100.0	1	2	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	86	0	0	2.3	18.6	19.8	12.8	18.6	16.3	8.1	3.5	0.0	0.0	0.0	45	65.5	16	87	
IBIZA	JET2.COM LTD	S	61	0	1	3.2	27.4	32.3	17.7	9.7	4.8	1.6	1.6	0.0	0.0	1.6	21	86.7	7	60	
IBIZA	RYANAIR	S	103	0	0	3.9	13.6	28.2	18.4	19.4	14.6	1.9	0.0	0.0	0.0	0.0	31	78.2	10	110	
IBIZA	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	9	100.0	1	9	
IBIZA	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	92.6	4	27	
<b>TOTAL IBIZA</b>			<b>296</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>19.8</b>	<b>28.2</b>	<b>15.8</b>	<b>15.8</b>	<b>11.7</b>	<b>3.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>31</b>	<b>79.3</b>	<b>10</b>	<b>328</b>	
JEREZ	RYANAIR	S	34	0	0	2.9	20.6	50.0	17.6	8.8	0.0	0.0	0.0	0.0	0.0	0.0	11	91.2	6	34	
<b>TOTAL JEREZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>50.0</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>11</b>	<b>91.2</b>	<b>6</b>	<b>34</b>	
MADRID	RYANAIR	S	240	0	0	2.1	15.8	35.0	17.5	16.7	12.1	0.8	0.0	0.0	0.0	0.0	25	83.3	11	240	
<b>TOTAL MADRID</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>15.8</b>	<b>35.0</b>	<b>17.5</b>	<b>16.7</b>	<b>12.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.3</b>	<b>11</b>	<b>240</b>	
MAHON	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	82	50.0	13	2	
MAHON	JET2.COM LTD	S	44	0	0	0.0	40.9	38.6	6.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	7	24	
MAHON	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	38.9	5.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	54	66.7	11	18	
MAHON	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	10	18	
<b>TOTAL MAHON</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>41.7</b>	<b>11.9</b>	<b>10.7</b>	<b>2.4</b>	<b>3.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.2</b>	<b>9</b>	<b>62</b>	
MALAGA	BA CITYFLYER LTD	S	10	0	0	10.0	0.0	20.0	30.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	81	37.5	14	8	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	84	0	0	1.2	38.1	38.1	9.5	6.0	4.8	2.4	0.0	0.0	0.0	0.0	14	75.9	15	83	
MALAGA	JET2.COM LTD	S	60	0	0	5.0	31.7	50.0	10.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	8	70.0	13	60	
MALAGA	PRIMERA AIR SCANDINAVIA	S	42	0	0	0.0	9.5	38.1	23.8	11.9	7.1	7.1	2.4	0.0	0.0	0.0	37	0.0	0	0	
MALAGA	RYANAIR	S	132	0	4	0.0	5.9	28.7	29.4	22.8	10.3	0.0	0.0	0.0	0.0	2.9	27	54.3	21	138	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JUN 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>328</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>19.0</b>	<b>35.8</b>	<b>20.2</b>	<b>13.0</b>	<b>6.9</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>63.3</b>	<b>17</b>	<b>289</b>	
MURCIA SAN JAVIER	RYANAIR	S	70	0	8	2.6	10.3	28.2	15.4	20.5	12.8	0.0	0.0	0.0	0.0	10.3	28	75.6	11	78	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>70</b>	<b>0</b>	<b>8</b>	<b>2.6</b>	<b>10.3</b>	<b>28.2</b>	<b>15.4</b>	<b>20.5</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>28</b>	<b>75.6</b>	<b>11</b>	<b>78</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	10	0	0	0.0	0.0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	93	75.0	9	16	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	75	0	3	0.0	15.4	20.5	15.4	19.2	16.7	5.1	3.8	0.0	0.0	3.8	43	63.2	23	76	
PALMA DE MALLORCA	JET2.COM LTD	S	104	0	0	5.8	37.5	34.6	8.7	5.8	4.8	1.0	1.9	0.0	0.0	0.0	16	78.2	10	78	
PALMA DE MALLORCA	RYANAIR	S	146	0	0	0.0	0.0	26.0	14.4	34.2	19.2	4.8	0.0	1.4	0.0	0.0	48	56.7	19	120	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	70.8	8	24	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	38.9	33.3	0.0	11.1	5.6	5.6	0.0	0.0	0.0	41	73.1	11	26	
<b>TOTAL PALMA DE MALLORCA</b>			<b>371</b>	<b>0</b>	<b>3</b>	<b>1.9</b>	<b>15.5</b>	<b>28.9</b>	<b>13.4</b>	<b>20.6</b>	<b>12.8</b>	<b>3.5</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.8</b>	<b>37</b>	<b>66.2</b>	<b>16</b>	<b>340</b>	
REUS	JET2.COM LTD	S	34	0	0	0.0	55.9	35.3	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	8	34	
REUS	RYANAIR	S	26	0	0	0.0	7.7	26.9	38.5	7.7	19.2	0.0	0.0	0.0	0.0	0.0	29	88.5	8	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	51	0.0	53	1	
REUS	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	75.0	10	4	
<b>TOTAL REUS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.4</b>	<b>31.1</b>	<b>21.3</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>0.0</b>	<b>15</b>	<b>83.1</b>	<b>9</b>	<b>65</b>	
SANTANDER	RYANAIR	S	42	0	0	2.4	4.8	11.9	21.4	23.8	31.0	4.8	0.0	0.0	0.0	0.0	47	45.5	25	43	
<b>TOTAL SANTANDER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>4.8</b>	<b>11.9</b>	<b>21.4</b>	<b>23.8</b>	<b>31.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>45.5</b>	<b>25</b>	<b>43</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	42	0	0	7.1	42.9	26.2	14.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	12	97.6	2	42	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>26.2</b>	<b>14.3</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>12</b>	<b>97.6</b>	<b>2</b>	<b>42</b>	
SEVILLE	RYANAIR	S	60	0	0	1.7	8.3	35.0	28.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	23	83.3	8	60	
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>8.3</b>	<b>35.0</b>	<b>28.3</b>	<b>20.0</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>23</b>	<b>83.3</b>	<b>8</b>	<b>60</b>	
VALENCIA	RYANAIR	S	60	0	0	0.0	3.3	40.0	23.3	21.7	8.3	3.3	0.0	0.0	0.0	0.0	28	75.0	16	60	
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>40.0</b>	<b>23.3</b>	<b>21.7</b>	<b>8.3</b>	<b>3.3</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>16</b>	<b>60</b>	
VALLADOLID	EVELOP	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	54	0.0	0	0	
<b>TOTAL VALLADOLID</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>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZARAGOZA	RYANAIR	S	42	0	0	0.0	0.0	19.0	21.4	33.3	26.2	0.0	0.0	0.0	0.0	0.0	41	81.0	11	42	
<b>TOTAL ZARAGOZA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>21.4</b>	<b>33.3</b>	<b>26.2</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>81.0</b>	<b>11</b>	<b>42</b>	
<b>TOTAL SPAIN</b>			<b>2491</b>	<b>0</b>	<b>22</b>	<b>1.9</b>	<b>17.1</b>	<b>31.8</b>	<b>17.5</b>	<b>16.2</b>	<b>11.0</b>	<b>2.4</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>30</b>	<b>73.2</b>	<b>14</b>	<b>2361</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	44	0	0	9.1	29.5	47.7	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	13	36	
ARRECIFE	RYANAIR	S	42	0	0	0.0	19.0	54.8	19.0	2.4	4.8	0.0	0.0	0.0	0.0	0.0	13	68.2	17	44	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	12.5	50.0	12.5	6.3	0.0	0.0	12.5	0.0	0.0	0.0	38	88.9	5	18	
<b>TOTAL ARRECIFE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>22.5</b>	<b>51.0</b>	<b>14.7</b>	<b>2.9</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.5</b>	<b>14</b>	<b>98</b>	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	3.8	19.2	50.0	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	14	61.1	17	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JUN 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	RYANAIR	S	34	0	0	14.7	26.5	44.1	0.0	11.8	2.9	0.0	0.0	0.0	0.0	0.0	7	100.0	3	34
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	17	9
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	12.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	34	87.5	8	8
<b>TOTAL FUERTEVENTURA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>42.3</b>	<b>7.7</b>	<b>9.0</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>13</b>	<b>84.1</b>	<b>9</b>	<b>69</b>
LAS PALMAS	JET2.COM LTD	S	37	0	0	5.4	10.8	54.1	8.1	10.8	10.8	0.0	0.0	0.0	0.0	0.0	20	53.8	25	26
LAS PALMAS	RYANAIR	S	42	0	0	4.8	19.0	50.0	23.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	8	42
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	8
<b>TOTAL LAS PALMAS</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>17.2</b>	<b>51.7</b>	<b>16.1</b>	<b>5.7</b>	<b>4.6</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>73.7</b>	<b>14</b>	<b>76</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	60	0	0	8.3	16.7	41.7	10.0	13.3	8.3	1.7	0.0	0.0	0.0	0.0	19	76.9	11	52
TENERIFE (SURREINA SOFIA)	RYANAIR	S	68	0	0	1.5	16.2	51.5	11.8	11.8	4.4	2.9	0.0	0.0	0.0	0.0	20	83.8	8	68
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	16.7	22.2	27.8	5.6	11.1	5.6	0.0	0.0	0.0	53	55.6	30	18
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	40.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	27	90.0	5	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>42.9</b>	<b>12.8</b>	<b>14.1</b>	<b>7.1</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>78.4</b>	<b>12</b>	<b>148</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>423</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>19.6</b>	<b>46.6</b>	<b>13.0</b>	<b>8.7</b>	<b>5.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.5</b>	<b>12</b>	<b>391</b>
GOTEBORG (LANDVETTER)	RYANAIR	S	78	0	0	1.3	17.9	19.2	20.5	20.5	16.7	2.6	1.3	0.0	0.0	0.0	37	78.2	10	78
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>17.9</b>	<b>19.2</b>	<b>20.5</b>	<b>20.5</b>	<b>16.7</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>78.2</b>	<b>10</b>	<b>78</b>
MALMO	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	0	1
MALMO	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	62	0.0	0	0
<b>TOTAL MALMO</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>62</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
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	100.0	0	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>0</b>	<b>1</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	136	0	0	0.7	16.2	27.2	25.0	16.9	14.0	0.0	0.0	0.0	0.0	0.0	26	77.9	12	104
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>16.2</b>	<b>27.2</b>	<b>25.0</b>	<b>16.9</b>	<b>14.0</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>77.9</b>	<b>12</b>	<b>104</b>
VASTERAS	RYANAIR	S	34	0	0	5.9	11.8	35.3	26.5	14.7	0.0	0.0	5.9	0.0	0.0	0.0	30	88.2	5	34
<b>TOTAL VASTERAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>35.3</b>	<b>26.5</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
<b>TOTAL SWEDEN</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>25.7</b>	<b>23.7</b>	<b>17.7</b>	<b>13.3</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>79.8</b>	<b>10</b>	<b>218</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	RYANAIR	S	59	0	1	0.0	1.7	31.7	23.3	30.0	10.0	1.7	0.0	0.0	0.0	1.7	33	76.7	11	60
<b>TOTAL BALE MULHOUSE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>1.7</b>	<b>31.7</b>	<b>23.3</b>	<b>30.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>33</b>	<b>76.7</b>	<b>11</b>	<b>60</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	83.3	3	5
<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>83.3</b>	<b>3</b>	<b>5</b>
<b>TOTAL SWITZERLAND</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>1.7</b>	<b>31.7</b>	<b>23.3</b>	<b>30.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>33</b>	<b>77.3</b>	<b>10</b>	<b>65</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JUN 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>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</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>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	100.0	2	3	
ANTALYA	JET2.COM LTD	S	43	0	0	0.0	18.6	27.9	20.9	16.3	14.0	2.3	0.0	0.0	0.0	0.0	27	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	41	0	1	0.0	2.4	19.0	28.6	26.2	14.3	4.8	2.4	0.0	0.0	2.4	45	66.7	16	33	
ANTALYA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	40.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	1	8	
<b>TOTAL ANTALYA</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.5</b>	<b>25.3</b>	<b>24.2</b>	<b>22.1</b>	<b>12.6</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>35</b>	<b>75.0</b>	<b>13</b>	<b>44</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	0.0	23.5	5.9	41.2	17.6	0.0	11.8	0.0	0.0	0.0	56	68.8	27	16	
BODRUM (MILAS)	JET2.COM LTD	S	25	0	0	8.0	12.0	32.0	20.0	12.0	16.0	0.0	0.0	0.0	0.0	0.0	23	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	0.0	0	100.0	3	8	
<b>TOTAL BODRUM (MILAS)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>7.1</b>	<b>28.6</b>	<b>14.3</b>	<b>23.8</b>	<b>16.7</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>79.2</b>	<b>19</b>	<b>24</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	35	0	1	0.0	13.9	30.6	25.0	5.6	5.6	8.3	8.3	0.0	0.0	2.8	47	55.9	36	34	
DALAMAN	JET2.COM LTD	S	28	0	0	3.6	3.6	67.9	3.6	10.7	7.1	3.6	0.0	0.0	0.0	0.0	19	0.0	0	0	
DALAMAN	THOMAS COOK AIRLINES LTD	S	44	0	1	4.4	6.7	17.8	22.2	17.8	11.1	11.1	6.7	0.0	0.0	2.2	62	63.6	30	32	
DALAMAN	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	35.3	23.5	17.6	5.9	5.9	0.0	0.0	0.0	0.0	29	72.2	12	18	
<b>TOTAL DALAMAN</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>8.7</b>	<b>34.9</b>	<b>19.0</b>	<b>12.7</b>	<b>7.9</b>	<b>7.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>43</b>	<b>62.4</b>	<b>28</b>	<b>84</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	42	0	0	28.6	14.3	33.3	11.9	7.1	4.8	0.0	0.0	0.0	0.0	0.0	11	83.3	6	60	
<b>TOTAL ISTANBUL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>14.3</b>	<b>33.3</b>	<b>11.9</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>0.0</b>	<b>11</b>	<b>83.3</b>	<b>6</b>	<b>60</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	194	0	0	13.4	25.8	30.9	16.5	11.9	1.5	0.0	0.0	0.0	0.0	0.0	11	73.0	14	189	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>25.8</b>	<b>30.9</b>	<b>16.5</b>	<b>11.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.0</b>	<b>14</b>	<b>189</b>	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	26	0	0	19.2	23.1	19.2	19.2	15.4	0.0	3.8	0.0	0.0	0.0	0.0	19	58.3	14	24	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>23.1</b>	<b>19.2</b>	<b>19.2</b>	<b>15.4</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>19</b>	<b>58.3</b>	<b>14</b>	<b>24</b>	
<b>TOTAL TURKEY</b>			<b>522</b>	<b>0</b>	<b>3</b>	<b>9.1</b>	<b>16.4</b>	<b>30.3</b>	<b>18.1</b>	<b>14.7</b>	<b>6.5</b>	<b>2.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>26</b>	<b>72.1</b>	<b>16</b>	<b>425</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	46	0	0	26.1	28.3	34.8	2.2	6.5	2.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL DUBAI</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26.1</b>	<b>28.3</b>	<b>34.8</b>	<b>2.2</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED ARAB</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>26.1</b>	<b>28.3</b>	<b>34.8</b>	<b>2.2</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	229	0	0	0.0	28.8	35.4	14.0	13.1	6.6	1.3	0.9	0.0	0.0	0.0	20	61.9	21	224	
BELFAST INTERNATIONAL	RYANAIR	S	170	0	0	7.1	25.9	24.7	22.4	13.5	5.9	0.0	0.6	0.0	0.0	0.0	19	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JUNE 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JUN 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 BELFAST INTERNATIONAL</b>			<b>399</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>27.6</b>	<b>30.8</b>	<b>17.5</b>	<b>13.3</b>	<b>6.3</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>61.9</b>	<b>21</b>	<b>224</b>	
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	106	0	4	4.5	38.2	31.8	11.8	8.2	0.0	0.0	0.0	1.8	0.0	3.6	16	78.6	8	110	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>38.2</b>	<b>31.8</b>	<b>11.8</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>16</b>	<b>78.6</b>	<b>8</b>	<b>110</b>	
DUNDEE	LOGANAIR LTD	S	92	0	0	2.2	37.0	29.3	20.7	9.8	1.1	0.0	0.0	0.0	0.0	0.0	11	75.0	10	94	
<b>TOTAL DUNDEE</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.0</b>	<b>29.3</b>	<b>20.7</b>	<b>9.8</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>75.0</b>	<b>10</b>	<b>94</b>	
EDINBURGH	AIR ONE	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	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	208	0	2	2.9	24.8	20.5	18.1	13.3	10.0	4.3	5.2	0.0	0.0	1.0	38	58.3	24	216	
EDINBURGH	RYANAIR	S	220	0	0	1.8	10.5	16.8	15.0	26.8	24.5	2.3	2.3	0.0	0.0	0.0	45	60.1	19	228	
<b>TOTAL EDINBURGH</b>			<b>429</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>17.4</b>	<b>18.6</b>	<b>16.7</b>	<b>20.2</b>	<b>17.4</b>	<b>3.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>42</b>	<b>59.2</b>	<b>22</b>	<b>444</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	164	0	0	0.6	20.1	38.4	23.2	7.3	9.1	0.0	1.2	0.0	0.0	0.0	21	71.6	13	148	
GLASGOW	RYANAIR	S	142	0	2	3.5	16.0	24.3	19.4	22.2	9.0	4.2	0.0	0.0	0.0	1.4	31	68.6	17	156	
<b>TOTAL GLASGOW</b>			<b>306</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>18.2</b>	<b>31.8</b>	<b>21.4</b>	<b>14.3</b>	<b>9.1</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>26</b>	<b>70.1</b>	<b>15</b>	<b>304</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	60	0	0	0.0	25.0	43.3	10.0	15.0	6.7	0.0	0.0	0.0	0.0	0.0	15	69.0	22	58	
<b>TOTAL GUERNSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.3</b>	<b>10.0</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>15</b>	<b>69.0</b>	<b>22</b>	<b>58</b>	
INVERNESS	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	22	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>50.0</b>	<b>22</b>	<b>2</b>	
LONDON CITY	BA CITYFLYER LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LONDON CITY</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>	
LUTON	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 LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	STOBART AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	62	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	FLYBE LTD	S	25	0	1	3.8	15.4	34.6	19.2	15.4	0.0	0.0	7.7	0.0	0.0	3.8	34	56.7	19	58	
<b>TOTAL NEWQUAY</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>15.4</b>	<b>34.6</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>34</b>	<b>56.7</b>	<b>19</b>	<b>58</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1419</b>	<b>0</b>	<b>10</b>	<b>2.5</b>	<b>23.5</b>	<b>27.9</b>	<b>17.6</b>	<b>15.0</b>	<b>9.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>27</b>	<b>65.4</b>	<b>18</b>	<b>1294</b>	
<b>USA</b>																					
BOSTON	PRIMERA AIR SCANDINAVIA	S	34	0	0	5.9	32.4	52.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BOSTON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>52.9</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW YORK (NEWARK)	PRIMERA AIR SCANDINAVIA	S	59	0	1	5.0	15.0	35.0	15.0	5.0	6.7	1.7	10.0	5.0	0.0	1.7	73	0.0	0	0	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>15.0</b>	<b>35.0</b>	<b>15.0</b>	<b>5.0</b>	<b>6.7</b>	<b>1.7</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>73</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>	
<b>TOTAL USA</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>21.3</b>	<b>41.5</b>	<b>11.7</b>	<b>4.3</b>	<b>4.3</b>	<b>1.1</b>	<b>6.4</b>	<b>3.2</b>	<b>0.0</b>	<b>1.1</b>	<b>48</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

**TOTAL STANSTED**                    **15851**        **0**        **183**            **2.1** **14.5** **29.8** **18.1** **18.3** **12.2** **2.6** **1.2**        **0.2** **0.0** **1.1**        **32**        **73.7**        **14** **14495**

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

		Origin/Destinations: A																	JUN 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	0	10.0	33.3	43.3	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	90.0	9	30	
	HEATHROW	VUELING AIRLINES	S	D	30	0	0	0.0	26.7	43.3	10.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	15	93.1	3	29	
<b>TOTAL A CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>43.3</b>	<b>6.7</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>12</b>	<b>91.5</b>	<b>6</b>	<b>59</b>	
AALBORG																							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	10	0	1	0.0	9.1	36.4	0.0	18.2	18.2	0.0	9.1	0.0	0.0	9.1	45	30.8	37	13	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	10	0	2	0.0	25.0	33.3	0.0	0.0	16.7	0.0	8.3	0.0	0.0	16.7	36	69.2	22	13	
	STANSTED	RYANAIR	S	A	17	0	0	0.0	11.8	23.5	29.4	29.4	5.9	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	52.9	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL AALBORG</b>					<b>54</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>12.3</b>	<b>36.8</b>	<b>19.3</b>	<b>14.0</b>	<b>8.8</b>	<b>0.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>28</b>	<b>50.0</b>	<b>29</b>	<b>26</b>	
AARHUS (TIRSTRUP)																							
	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	30	0	0	0.0	36.7	36.7	10.0	10.0	3.3	0.0	0.0	3.3	0.0	0.0	24	73.3	10	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	60.0	23.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	14	76.7	8	30	
	MANCHESTER	DANISH AIR TRANSPORT	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.7</b>	<b>47.5</b>	<b>18.0</b>	<b>11.5</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>19</b>	<b>75.4</b>	<b>9</b>	<b>61</b>	
ABERDEEN																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	30	0	0	10.0	73.3	13.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	96.7	3	30	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	30	0	0	0.0	30.0	53.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	9	86.7	7	30	
	BIRMINGHAM	FLYBE LTD	S	A	73	0	3	23.7	51.3	15.8	3.9	1.3	0.0	0.0	0.0	0.0	0.0	3.9	2	90.7	5	108	
	BIRMINGHAM	FLYBE LTD	S	D	74	0	2	0.0	15.8	60.5	14.5	5.3	1.3	0.0	0.0	0.0	0.0	2.6	9	75.9	12	108	
	BIRMINGHAM	VLM (BELGIUM)	S	A	8	0	0	0.0	0.0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	45	0.0	0	0	
	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	100.0	0	1	
	BRISTOL	BMI REGIONAL	S	A	22	0	0	9.1	40.9	31.8	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	12	45.2	34	28	
	BRISTOL	BMI REGIONAL	S	D	22	0	0	4.5	31.8	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	35.5	40	28	
	CARDIFF WALES	EASTERN AIRWAYS	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	14	0	3	0.0	17.6	35.3	5.9	11.8	5.9	5.9	0.0	0.0	0.0	17.6	29	78.9	10	19	
	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	1	
	JERSEY	FLYBE LTD	S	A	5	0	0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	4	4	
	JERSEY	FLYBE 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	25	50.0	15	4	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	1	0	56	0.0	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	98.2	40	60.0	19	65	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 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	EASTERN AIRWAYS	S	D	3	0	54	0.0	0.0	1.8	0.0	1.8	1.8	0.0	0.0	0.0	0.0	94.7	42	67.6	21	64			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	7.4	20.4	29.6	14.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	50.9	30	55			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	0.0	42.6	24.1	16.7	7.4	7.4	1.9	0.0	0.0	0.0	0.0	17	61.8	25	55			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	190	0	1	23.0	47.1	17.8	6.8	4.2	0.5	0.0	0.0	0.0	0.0	0.5	4	86.2	9	196			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	191	0	0	0.0	34.6	48.7	10.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.7	10	196			
	HEATHROW	FLYBE LTD	S	A	80	0	0	12.5	58.8	20.0	3.8	2.5	2.5	0.0	0.0	0.0	0.0	0.0	5	88.5	7	78			
	HEATHROW	FLYBE LTD	S	D	80	0	0	0.0	35.0	55.0	3.8	5.0	1.3	0.0	0.0	0.0	0.0	0.0	6	89.7	8	78			
	LONDON CITY	FLYBE LTD	S	A	46	0	0	0.0	26.1	47.8	2.2	17.4	2.2	4.3	0.0	0.0	0.0	0.0	18	84.6	19	52			
	LONDON CITY	FLYBE LTD	S	D	46	0	0	0.0	10.9	50.0	10.9	21.7	2.2	2.2	2.2	0.0	0.0	0.0	25	72.5	27	51			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	0.0	23.8	28.6	19.0	9.5	19.0	0.0	0.0	0.0	0.0	0.0	26	65.2	16	23			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	9.5	57.1	4.8	14.3	14.3	0.0	0.0	0.0	0.0	0.0	23	69.6	14	23			
	MANCHESTER	FLYBE LTD	S	A	154	0	2	4.5	46.2	35.9	3.2	3.2	5.1	0.6	0.0	0.0	0.0	1.3	10	80.6	16	159			
	MANCHESTER	FLYBE LTD	S	D	154	0	2	0.0	14.7	62.8	7.1	6.4	6.4	1.3	0.0	0.0	0.0	1.3	15	78.1	15	159			
	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	71.6	18	67			
	NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.4	15	68			
	NEWCASTLE	FLYBE LTD	S	A	61	0	8	20.3	24.6	15.9	5.8	1.4	7.2	5.8	7.2	0.0	0.0	11.6	40	0.0	0	0			
	NEWCASTLE	FLYBE LTD	S	D	64	0	5	0.0	15.9	44.9	15.9	7.2	5.8	1.4	1.4	0.0	0.0	7.2	21	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	65.4	19	52			
	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	69.8	20	53			
	SOUTHAMPTON	FLYBE LTD	S	A	20	0	20	0.0	15.0	22.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	50.0	14	87.5	8	8			
	SOUTHAMPTON	FLYBE LTD	S	D	18	0	23	0.0	22.0	14.6	2.4	0.0	2.4	0.0	2.4	0.0	0.0	56.1	19	87.5	4	8			
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	58	0	4	1.6	25.8	38.7	12.9	4.8	8.1	1.6	0.0	0.0	0.0	6.5	17	81.3	5	61			
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	59	0	2	0.0	34.4	52.5	3.3	3.3	1.6	1.6	0.0	0.0	0.0	3.3	8	89.1	7	63			
<b>TOTAL ABERDEEN</b>					<b>1658</b>	<b>0</b>	<b>187</b>	<b>5.7</b>	<b>30.6</b>	<b>35.4</b>	<b>7.5</b>	<b>5.8</b>	<b>3.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>12</b>	<b>77.7</b>	<b>14</b>	<b>1995</b>			
ABU DHABI INTERNATIONAL																									
	EDINBURGH	ETIHAD AIRWAYS	S	A	21	0	0	57.1	33.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.2	4	21			
	EDINBURGH	ETIHAD AIRWAYS	S	D	21	0	0	0.0	19.0	38.1	19.0	14.3	9.5	0.0	0.0	0.0	0.0	0.0	24	71.4	11	21			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	19.2	65.4	3.8	7.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	6	96.4	2	28			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	15.4	57.7	11.5	7.7	3.8	3.8	0.0	0.0	0.0	0.0	19	92.9	6	28			
	HEATHROW	ETIHAD AIRWAYS	S	A	90	0	0	63.3	24.4	10.0	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2	95.6	3	90			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											JUN 2017				
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	ETIHAD AIRWAYS	S	D	90	0	0	1.1	23.3	52.2	20.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	87.8	8	90
		MANCHESTER	ETIHAD AIRWAYS	S	A	60	0	0	45.0	30.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.3	14	60	
		MANCHESTER	ETIHAD AIRWAYS	S	D	60	0	0	3.3	25.0	50.0	11.7	10.0	0.0	0.0	0.0	0.0	0.0	9	73.3	11	60	
<b>TOTAL ABU DHABI INTERNATIONAL</b>						<b>394</b>	<b>0</b>	<b>0</b>	<b>26.4</b>	<b>27.4</b>	<b>30.5</b>	<b>10.7</b>	<b>3.8</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>8</b>	<b>398</b>	
ABUJA																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	26.7	46.7	16.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	7	96.7	2	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	33.3	50.0	13.3	0.0	0.0	3.3	0.0	0.0	0.0	11	90.0	7	30	
<b>TOTAL ABUJA</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>33.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>93.3</b>	<b>5</b>	<b>60</b>	
ACCRA																							
		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	118	1	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	23.3	46.7	10.0	6.7	3.3	0.0	3.3	0.0	0.0	18	80.0	9	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	0.0	36.7	23.3	20.0	16.7	0.0	3.3	0.0	0.0	39	26.7	33	30	
<b>TOTAL ACCRA</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>11.7</b>	<b>41.7</b>	<b>16.7</b>	<b>13.3</b>	<b>10.0</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>52.5</b>	<b>23</b>	<b>61</b>	
ADDIS ABABA																							
		HEATHROW	ETHIOPIAN AIRLINES	S	A	36	0	0	27.8	36.1	22.2	8.3	5.6	0.0	0.0	0.0	0.0	0.0	5	90.0	4	30	
		HEATHROW	ETHIOPIAN AIRLINES	S	D	36	0	0	0.0	0.0	58.3	25.0	11.1	5.6	0.0	0.0	0.0	0.0	18	83.3	12	30	
<b>TOTAL ADDIS ABABA</b>						<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>18.1</b>	<b>40.3</b>	<b>16.7</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>12</b>	<b>86.7</b>	<b>8</b>	<b>60</b>	
AGADIR (AL MASSIRA)																							
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	46.2	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	8	46.2	43	13	
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	69.2	0.0	15.4	7.7	0.0	0.0	0.0	0.0	18	53.8	13	13	
		GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	55.6	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	88.9	3	9	
		GATWICK	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	10	9	
		STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	20	50.0	14	8	
		STANSTED	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	24	50.0	17	8	
		MANCHESTER	AIR ARABIA MAROC	S	A	8	0	0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		MANCHESTER	AIR ARABIA MAROC	S	D	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	0.0	22.2	22.2	0.0	0.0	0.0	0.0	29	0.0	0	0	
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
		MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	9	
		MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	12	9	
<b>TOTAL AGADIR (AL MASSIRA)</b>						<b>112</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>25.9</b>	<b>33.0</b>	<b>10.7</b>	<b>16.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.1</b>	<b>17</b>	<b>78</b>	



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

		Origin/Destinations: A																	JUN 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	
								88.2	0.0	0.0	5.9	0.0	5.9	0.0	0.0	0.0	5.9	0.0	0.0	2.9	0.0	0.0	6
AHMEDABAD		HEATHROW	AIR INDIA	S	A	17	0	0	88.2	0.0	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	6	100.0	0	17	
		HEATHROW	AIR INDIA	S	D	17	0	0	0.0	23.5	47.1	11.8	5.9	5.9	0.0	0.0	5.9	0.0	0.0	36	76.5	9	17
<b>TOTAL AHMEDABAD</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>44.1</b>	<b>11.8</b>	<b>23.5</b>	<b>8.8</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
AJACCIO		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	1	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	12	100.0	0	4	
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	1	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	14	100.0	7	4	
		STANSTED	AIR CORSICA	S	A	13	0	0	0.0	15.4	30.8	15.4	0.0	30.8	0.0	7.7	0.0	0.0	54	0.0	0	0	
		STANSTED	AIR CORSICA	S	D	13	0	0	0.0	7.7	46.2	0.0	7.7	23.1	7.7	7.7	0.0	0.0	65	0.0	0	0	
<b>TOTAL AJACCIO</b>						<b>32</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>8.8</b>	<b>38.2</b>	<b>11.8</b>	<b>2.9</b>	<b>20.6</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>100.0</b>	<b>4</b>	<b>8</b>	
ALDERNEY		SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	87	0	4	6.6	40.7	19.8	4.4	11.0	5.5	5.5	2.2	0.0	0.0	4.4	26	70.8	15	89
		SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	86	0	4	7.8	33.3	20.0	6.7	10.0	6.7	6.7	4.4	0.0	0.0	4.4	34	64.4	19	90
<b>TOTAL ALDERNEY</b>						<b>173</b>	<b>0</b>	<b>8</b>	<b>7.2</b>	<b>37.0</b>	<b>19.9</b>	<b>5.5</b>	<b>10.5</b>	<b>6.1</b>	<b>6.1</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>30</b>	<b>66.1</b>	<b>17</b>	<b>179</b>
ALGHERO (FERTILIA)		BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	70	0.0	42	4	
		BIRMINGHAM	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	17	25.0	38	4	
		EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
		GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	66	25.0	19	4	
		GATWICK	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	44	75.0	11	4	
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	8.3	25.0	25.0	8.3	25.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	16.7	41.7	8.3	25.0	8.3	0.0	0.0	0.0	0.0	25	0.0	0	0	
		STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	15.4	23.1	15.4	38.5	7.7	0.0	0.0	0.0	54	52.9	42	17	
		STANSTED	RYANAIR	S	D	13	0	0	0.0	7.7	15.4	38.5	30.8	7.7	0.0	0.0	0.0	0.0	30	76.5	12	17	
		MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	66	75.0	50	4	
		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	10	75.0	47	4	
<b>TOTAL ALGHERO (FERTILIA)</b>						<b>81</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>7.4</b>	<b>27.2</b>	<b>22.2</b>	<b>18.5</b>	<b>18.5</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>56.9</b>	<b>30</b>	<b>58</b>	
ALGIERS		GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	4.0	24.0	40.0	12.0	12.0	8.0	0.0	0.0	0.0	0.0	18	50.0	21	24	
		GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	8.0	68.0	12.0	4.0	8.0	0.0	0.0	0.0	0.0	16	73.1	18	25	
		HEATHROW	AIR ALGERIE	S	A	23	0	0	8.7	34.8	26.1	13.0	13.0	4.3	0.0	0.0	0.0	0.0	14	72.7	16	22	
		HEATHROW	AIR ALGERIE	S	D	23	0	0	4.3	47.8	21.7	8.7	13.0	4.3	0.0	0.0	0.0	0.0	12	72.7	15	22	
<b>TOTAL ALGIERS</b>						<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>28.1</b>	<b>39.6</b>	<b>11.5</b>	<b>10.4</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>66.7</b>	<b>18</b>	<b>93</b>	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
ALICANTE																						
	ABERDEEN	RYANAIR	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	9
	ABERDEEN	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	11.1	25	9	
	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	61.5	18	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	61.5	22	13	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	7.5	22.5	32.5	20.0	5.0	10.0	0.0	2.5	0.0	0.0	25	84.6	15	39	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	2.6	2.6	64.1	12.8	7.7	5.1	2.6	2.6	0.0	0.0	23	76.9	17	39	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	27	0	0	22.2	37.0	29.6	7.4	0.0	0.0	3.7	0.0	0.0	0.0	9	92.3	5	26	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	26	0	0	0.0	11.5	84.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	3	26	
	BELFAST INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	27.3	59.1	4.5	4.5	4.5	0.0	0.0	0.0	0.0	12	85.7	8	21	
	BELFAST INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	4.5	54.5	27.3	13.6	0.0	0.0	0.0	0.0	0.0	16	81.0	12	21	
	BIRMINGHAM	JET2.COM LTD	S	A	48	0	0	43.8	39.6	8.3	6.3	0.0	0.0	2.1	0.0	0.0	0.0	5	90.0	8	30	
	BIRMINGHAM	JET2.COM LTD	S	D	48	0	0	0.0	22.9	60.4	6.3	6.3	0.0	4.2	0.0	0.0	0.0	15	86.7	11	30	
	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	58.1	30	43	
	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	55.8	29	43	
	BIRMINGHAM	RYANAIR	S	A	42	0	1	20.9	34.9	20.9	7.0	4.7	9.3	0.0	0.0	0.0	0.0	12	86.4	6	44	
	BIRMINGHAM	RYANAIR	S	D	42	0	1	0.0	7.0	55.8	20.9	11.6	2.3	0.0	0.0	0.0	0.0	16	72.1	13	43	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	25.0	12.5	37.5	12.5	0.0	0.0	12.5	0.0	150	87.5	9	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	0.0	0.0	11.1	0.0	126	50.0	33	8	
	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	100.0	2	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	55.6	10	9	
	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	100.0	5	1	
	BOURNEMOUTH	RYANAIR	S	A	15	0	1	0.0	12.5	62.5	0.0	18.8	0.0	0.0	0.0	0.0	6.3	13	88.2	17	17	
	BOURNEMOUTH	RYANAIR	S	D	15	0	1	0.0	18.8	56.3	0.0	18.8	0.0	0.0	0.0	0.0	6.3	13	94.1	17	17	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	1.7	21.7	35.0	20.0	6.7	11.7	1.7	0.0	0.0	1.7	23	60.0	21	60	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	0.0	10.0	50.0	21.7	5.0	10.0	1.7	0.0	0.0	1.7	21	58.3	21	60	
	BRISTOL	RYANAIR	S	A	36	0	0	2.8	30.6	13.9	5.6	22.2	11.1	11.1	2.8	0.0	0.0	44	57.1	26	35	
	BRISTOL	RYANAIR	S	D	35	0	0	0.0	2.9	40.0	11.4	22.9	11.4	8.6	2.9	0.0	0.0	41	57.1	27	35	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	46	4	
	BRISTOL	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	9	50.0	16	4	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	0.0	16	62.5	13	8		
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	9	8			
CARDIFF WALES	VUELING AIRLINES	S A	21	0	0	0.0	38.1	19.0	28.6	4.8	4.8	4.8	0.0	0.0	0.0	0.0	20	85.0	15	20			
CARDIFF WALES	VUELING AIRLINES	S D	21	0	0	0.0	0.0	28.6	42.9	19.0	4.8	4.8	0.0	0.0	0.0	0.0	32	71.4	23	21			
DONCASTER SHEFFIELD	FLYBE LTD	S A	13	0	0	15.4	30.8	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	69.2	19	13				
DONCASTER SHEFFIELD	FLYBE LTD	S D	13	0	0	0.0	15.4	46.2	23.1	15.4	0.0	0.0	0.0	0.0	0.0	14	76.9	20	13				
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	7	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	1	87.5	4	8				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	43	0	0	30.2	46.5	14.0	4.7	0.0	2.3	2.3	0.0	0.0	0.0	7	90.4	5	52				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	43	0	0	0.0	39.5	55.8	2.3	0.0	2.3	0.0	0.0	0.0	0.0	5	88.5	7	52				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	74	0	0	5.4	33.8	24.3	20.3	9.5	5.4	0.0	1.4	0.0	0.0	18	86.1	8	72				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	73	0	0	0.0	13.7	60.3	13.7	6.8	4.1	0.0	1.4	0.0	0.0	16	87.7	8	73				
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	22	62.5	14	8				
EAST MIDLANDS INTERNATIONAL	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	16	75.0	10	8				
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0				
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	22.2	22.2	0.0	44.4	11.1	0.0	0.0	0.0	0.0	32	55.6	31	9				
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	24	33.3	37	9				
EDINBURGH	JET2.COM LTD	S A	28	0	0	17.9	39.3	17.9	17.9	7.1	0.0	0.0	0.0	0.0	0.0	9	62.5	17	32				
EDINBURGH	JET2.COM LTD	S D	28	0	0	0.0	21.4	53.6	14.3	10.7	0.0	0.0	0.0	0.0	0.0	11	84.4	10	32				
EDINBURGH	RYANAIR	S A	25	0	0	16.0	48.0	16.0	4.0	8.0	4.0	4.0	0.0	0.0	0.0	16	73.1	15	26				
EDINBURGH	RYANAIR	S D	25	0	0	0.0	16.0	60.0	4.0	16.0	0.0	4.0	0.0	0.0	0.0	16	73.1	14	26				
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	75.0	52	8				
EDINBURGH	VUELING AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	50	8				
EXETER	FLYBE LTD	S A	17	0	0	0.0	23.5	35.3	5.9	23.5	11.8	0.0	0.0	0.0	0.0	23	62.5	29	16				
EXETER	FLYBE LTD	S D	17	0	0	0.0	0.0	70.6	11.8	5.9	11.8	0.0	0.0	0.0	0.0	18	58.8	55	17				
GLASGOW	BA CITYFLYER 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	4	0.0	0	0				
GLASGOW	BA CITYFLYER 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	7	0.0	0	0				

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	EASYJET AIRLINE COMPANY LTD	S	A	33	0	1	11.8	64.7	17.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2	82.4	7	34	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	33	0	1	0.0	55.9	35.3	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	3	97.1	3	34	
GLASGOW	JET2.COM LTD	S	A	37	0	0	13.5	32.4	37.8	5.4	8.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0	10	83.8	13	37	
GLASGOW	JET2.COM LTD	S	D	37	0	0	0.0	48.6	37.8	8.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.6	5	37	
GLASGOW	RYANAIR	S	A	13	0	0	0.0	30.8	23.1	15.4	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	28	53.8	21	13	
GLASGOW	RYANAIR	S	D	13	0	0	0.0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	18	53.8	15	13	
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	33.3	28	9	
GLASGOW	THOMAS COOK AIRLINES LTD	S	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	13	88.9	7	9	
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	25.0	58	8	
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	50.0	40	8	
LEEDS BRADFORD	JET2.COM LTD	S	A	57	0	0	31.6	31.6	15.8	8.8	7.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	77.2	10	57	
LEEDS BRADFORD	JET2.COM LTD	S	D	57	0	0	0.0	15.8	56.1	12.3	10.5	3.5	1.8	0.0	0.0	0.0	0.0	0.0	16	80.7	12	57	
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	3	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	92.3	4	13	
LEEDS BRADFORD	RYANAIR	S	A	30	0	0	6.7	26.7	33.3	16.7	6.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	19	66.7	15	30	
LEEDS BRADFORD	RYANAIR	S	D	30	0	0	0.0	6.7	66.7	10.0	6.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	19	80.0	12	30	
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	16.7	27.8	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	13	
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	18	0	0	0.0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	13	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	3.2	35.5	25.8	12.9	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	24	76.7	7	30	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	23.3	53.3	10.0	10.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	19	80.0	7	30	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	38	0	0	2.6	23.7	39.5	15.8	15.8	2.6	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	10	39	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	38	0	0	0.0	13.2	63.2	15.8	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	2	39	
GATWICK	BRITISH AIRWAYS PLC	S	A	94	0	0	12.8	30.9	22.3	20.2	11.7	2.1	0.0	0.0	0.0	0.0	0.0	0.0	13	78.7	8	61	
GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	21.5	47.3	15.1	15.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0	13	73.3	11	60	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	130	0	0	10.0	30.8	22.3	13.1	16.2	6.9	0.8	0.0	0.0	0.0	0.0	0.0	19	69.4	17	124	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	0.0	14.7	58.1	10.9	10.1	3.9	2.3	0.0	0.0	0.0	0.0	0.0	16	70.2	17	124	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	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	53.1	25	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	0.0	0	84.4	15	64
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	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	0.0	32	100.0	1	4
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	20	75.0	9	4
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	13	0	0	0.0	38.5	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	27	14
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	13	0	0	0.0	38.5	46.2	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	22	69.2	31	13
GATWICK	RYANAIR	S A	26	0	0	19.2	57.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.5	3	26
GATWICK	RYANAIR	S D	26	0	0	0.0	11.5	46.2	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	65.4	15	26
GATWICK	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	44.4	26	9
GATWICK	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	9
LUTON	EASYJET AIRLINE COMPANY LTD	S A	65	0	0	9.2	26.2	26.2	15.4	7.7	13.8	1.5	0.0	0.0	0.0	0.0	0.0	23	68.8	25	64
LUTON	EASYJET AIRLINE COMPANY LTD	S D	65	0	0	0.0	16.9	46.2	13.8	12.3	9.2	1.5	0.0	0.0	0.0	0.0	0.0	22	57.8	34	64
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	65.4	15	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	0.0	0	80.8	14	26
STANSTED	JET2.COM LTD	S A	43	0	0	7.0	41.9	27.9	11.6	4.7	4.7	0.0	2.3	0.0	0.0	0.0	0.0	15	70.0	14	30
STANSTED	JET2.COM LTD	S D	43	0	0	0.0	20.9	51.2	14.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	86.7	6	30
STANSTED	PRIMERA AIR SCANDINAVIA	S A	26	0	0	3.8	11.5	30.8	15.4	11.5	11.5	15.4	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
STANSTED	PRIMERA AIR SCANDINAVIA	S D	26	0	0	0.0	11.5	38.5	19.2	7.7	7.7	3.8	7.7	3.8	0.0	0.0	0.0	63	0.0	0	0
STANSTED	RYANAIR	S A	60	0	0	1.7	23.3	26.7	26.7	10.0	10.0	1.7	0.0	0.0	0.0	0.0	0.0	22	70.0	12	60
STANSTED	RYANAIR	S D	60	0	0	0.0	1.7	40.0	8.3	33.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	36	73.3	14	60
MANCHESTER	BRITISH AIRWAYS PLC	S A	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	34	50.0	94	4
MANCHESTER	BRITISH AIRWAYS PLC	S D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	113	4
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	38	0	1	5.1	33.3	28.2	10.3	17.9	2.6	0.0	0.0	0.0	0.0	0.0	2.6	13	48.6	19	33
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	38	0	0	0.0	13.2	55.3	15.8	13.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	17	33
MANCHESTER	JET2.COM LTD	S A	70	0	0	11.4	31.4	20.0	14.3	15.7	5.7	1.4	0.0	0.0	0.0	0.0	0.0	20	66.7	15	60
MANCHESTER	JET2.COM LTD	S D	70	0	0	0.0	12.9	52.9	17.1	10.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	13	60
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	67.3	21	51
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	82.7	13	51

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	53.8	20	13		
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	46.2	26	13		
MANCHESTER	RYANAIR	S A	74	0	0	0	18.9	35.1	20.3	12.2	5.4	8.1	0.0	0.0	0.0	0.0	0.0	13	86.2	8	65		
MANCHESTER	RYANAIR	S D	74	0	0	0	0.0	4.1	66.2	13.5	13.5	2.7	0.0	0.0	0.0	0.0	0.0	17	78.5	11	65		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	8	0	0	0	0.0	25.0	37.5	0.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	66	87.5	4	8		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	8	0	0	0	0.0	12.5	62.5	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	59	100.0	2	8		
MANCHESTER	TUI AIRWAYS LTD	C A	17	0	0	0	5.9	11.8	41.2	5.9	17.6	17.6	0.0	0.0	0.0	0.0	0.0	30	64.7	17	17		
MANCHESTER	TUI AIRWAYS LTD	C D	17	0	0	0	0.0	5.9	58.8	17.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	22	88.2	7	17		
MANCHESTER	VUELING AIRLINES	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	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	0	38.5	14	13		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	29	0	1	0	0.0	40.0	16.7	23.3	10.0	3.3	3.3	0.0	0.0	0.0	3.3	18	70.4	15	27		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	28	0	1	0	0.0	6.9	55.2	10.3	17.2	3.4	3.4	0.0	0.0	0.0	3.4	22	67.9	19	28		
NEWCASTLE	JET2.COM LTD	S A	47	0	0	0	8.5	44.7	31.9	6.4	6.4	2.1	0.0	0.0	0.0	0.0	0.0	8	86.7	6	60		
NEWCASTLE	JET2.COM LTD	S D	47	0	0	0	0.0	10.6	68.1	14.9	4.3	2.1	0.0	0.0	0.0	0.0	0.0	11	88.3	6	60		
NEWCASTLE	RYANAIR	S A	30	0	0	0	10.0	63.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	2	30		
NEWCASTLE	RYANAIR	S D	31	0	0	0	0.0	6.5	80.6	9.7	0.0	0.0	0.0	0.0	3.2	0.0	0.0	22	76.7	9	30		
NEWCASTLE	TUI AIRWAYS LTD	S A	13	0	0	0	0.0	53.8	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	9	12		
NEWCASTLE	TUI AIRWAYS LTD	S D	14	0	0	0	0.0	21.4	57.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	7	12		
SOUTHAMPTON	FLYBE LTD	S A	26	0	0	0	11.5	11.5	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	45.0	27	20		
SOUTHAMPTON	FLYBE LTD	S D	26	0	0	0	0.0	11.5	69.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	22	21		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	30	0	0	0	6.7	33.3	20.0	20.0	13.3	0.0	3.3	3.3	0.0	0.0	0.0	24	78.9	13	38		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	30	0	0	0	0.0	20.0	40.0	23.3	10.0	0.0	3.3	3.3	0.0	0.0	0.0	24	76.3	10	38		
<b>TOTAL ALICANTE</b>			<b>3378</b>	<b>0</b>	<b>11</b>	<b>5.5</b>	<b>24.0</b>	<b>40.4</b>	<b>13.5</b>	<b>9.9</b>	<b>4.6</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>74.5</b>	<b>15</b>	<b>3695</b>			
ALMERIA																							
BELFAST INTERNATIONAL	JET2.COM LTD	S A	9	0	0	0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BELFAST INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S A	8	0	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S D	8	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	13	0.0	0	0		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	8	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	21	8		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	8	0	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	24	8		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	0	4		
BRISTOL	THOMAS COOK AIRLINES 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	27	100.0	2	4		
EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	39	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	4		
EDINBURGH	JET2.COM 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	80.0	4	5		
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	5		
GLASGOW	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	4		
GLASGOW	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	1	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	50.0	0.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	8		
LEEDS BRADFORD	JET2.COM LTD	S	D	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	25	100.0	1	8		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	16.7	40.0	23.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	93.3	6	30		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	30.0	56.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	9	30		
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	61.5	16	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	69.2	11	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	10	20.0	46	5		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	60.0	25	5		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	11.1	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	12.5	35	8		
GATWICK	THOMAS COOK AIRLINES 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	0.0	18	100.0	3	8		
HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	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	0.0	0	0		
STANSTED	JET2.COM LTD	S	A	8	0	0	0.0	25.0	0.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	36	0.0	0	0		
STANSTED	JET2.COM LTD	S	D	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
STANSTED	RYANAIR	S	A	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	30	77.8	8	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	23	100.0	4	9		
MANCHESTER	JET2.COM LTD	S	A	13	0	0	46.2	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	12	8		
MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	24	75.0	24	8		

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

		Origin/Destinations: A																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.7	26.4	41.1	12.3	6.7	3.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	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	46.2	21	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	12	13
	MANCHESTER	RYANAIR	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	24	0.0	0	0
	MANCHESTER	RYANAIR	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	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	17	13
	MANCHESTER	THOMAS COOK AIRLINES 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	92.3	15	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	36	9
	MANCHESTER	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	16	88.9	9	9
	NEWCASTLE	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	0.0	4	100.0	4	4
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	4
	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	4
	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	3	4
<b>TOTAL ALMERIA</b>					<b>341</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>26.4</b>	<b>41.1</b>	<b>12.3</b>	<b>6.7</b>	<b>3.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.9</b>	<b>13</b>	<b>298</b>
AMMAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	44.4	40.7	11.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	21	27
	HEATHROW	ROYAL JORDANIAN	S	A	30	0	0	10.0	46.7	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	76.7	14	30
	HEATHROW	ROYAL JORDANIAN	S	D	30	0	0	0.0	6.7	40.0	26.7	23.3	3.3	0.0	0.0	0.0	0.0	0.0	22	56.7	30	30
<b>TOTAL AMMAN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>23.7</b>	<b>30.7</b>	<b>20.2</b>	<b>11.4</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>13</b>	<b>71.9</b>	<b>17</b>	<b>114</b>
AMRITSAR																						
	BIRMINGHAM	AIR INDIA	S	A	11	0	0	18.2	18.2	27.3	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	BIRMINGHAM	AIR INDIA	S	D	22	0	0	13.6	50.0	22.7	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	51	30
<b>TOTAL AMRITSAR</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>39.4</b>	<b>24.2</b>	<b>6.1</b>	<b>12.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.3</b>	<b>51</b>	<b>30</b>
AMSTERDAM																						
	ABERDEEN	KLM	S	A	56	0	5	1.6	27.9	50.8	4.9	3.3	1.6	1.6	0.0	0.0	0.0	8.2	10	84.5	11	58
	ABERDEEN	KLM	S	D	56	0	5	1.6	47.5	34.4	1.6	3.3	1.6	1.6	0.0	0.0	0.0	8.2	8	86.2	10	58
	ABERDEEN	KLM CITYHOPPER	S	A	59	0	0	3.4	42.4	47.5	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	8	83
	ABERDEEN	KLM CITYHOPPER	S	D	59	0	0	1.7	35.6	42.4	16.9	1.7	1.7	0.0	0.0	0.0	0.0	0.0	9	81.9	13	83
	BELFAST CITY (GEORGE BEST)	KLM	S	A	30	0	0	16.7	56.7	16.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	20	30
	BELFAST CITY (GEORGE BEST)	KLM	S	D	30	0	0	0.0	26.7	46.7	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	40.0	37	30
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	0.0	7.1	26.2	28.6	31.0	7.1	0.0	0.0	0.0	0.0	0.0	26	75.0	16	44



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	0.0	4.8	59.5	16.7	16.7	2.4	0.0	0.0	0.0	0.0	0.0	16	79.5	12	44		
BIRMINGHAM	FLYBE LTD	S	A	137	0	3	0.7	16.4	35.0	18.6	11.4	10.0	4.3	1.4	0.0	0.0	2.1	28	63.0	20	162		
BIRMINGHAM	FLYBE LTD	S	D	135	0	4	0.0	3.6	47.5	13.7	18.7	9.4	2.9	1.4	0.0	0.0	2.9	31	55.6	23	162		
BIRMINGHAM	KLM	S	A	165	0	2	2.4	38.3	33.5	13.2	7.8	3.0	0.6	0.0	0.0	0.0	1.2	12	79.1	10	171		
BIRMINGHAM	KLM	S	D	165	0	2	0.6	31.1	37.1	16.2	7.2	4.8	1.8	0.0	0.0	0.0	1.2	15	68.0	15	171		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	0.0	11.8	29.4	19.6	27.5	5.9	3.9	2.0	0.0	0.0	0.0	34	60.0	23	45		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	0.0	17.6	37.3	21.6	13.7	5.9	0.0	3.9	0.0	0.0	0.0	26	53.3	22	45		
BRISTOL	KLM	S	A	115	0	0	0.0	36.5	39.1	12.2	10.4	1.7	0.0	0.0	0.0	0.0	0.0	11	77.0	12	122		
BRISTOL	KLM	S	D	115	0	0	0.0	16.5	43.5	20.9	13.9	4.3	0.0	0.9	0.0	0.0	0.0	19	57.4	21	122		
CARDIFF WALES	KLM	S	A	84	0	1	3.5	63.5	18.8	7.1	5.9	0.0	0.0	0.0	0.0	0.0	1.2	6	91.0	7	88		
CARDIFF WALES	KLM	S	D	85	0	1	0.0	34.9	38.4	19.8	4.7	0.0	1.2	0.0	0.0	0.0	1.2	9	82.0	11	88		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	30	0	0	0.0	60.0	36.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	10	30		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	30	0	0	0.0	36.7	46.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	14	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	30	0	0	0.0	23.3	53.3	10.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	14	70.0	25	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	31	0	0	0.0	41.9	48.4	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	76.7	22	30		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	0.0	22.1	30.9	19.1	10.3	14.7	2.9	0.0	0.0	0.0	0.0	27	65.5	18	58		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	0.0	5.9	38.2	17.6	22.1	10.3	2.9	2.9	0.0	0.0	0.0	37	56.9	20	58		
EDINBURGH	KLM	S	A	150	0	0	0.7	26.7	41.3	16.0	10.7	4.7	0.0	0.0	0.0	0.0	0.0	15	79.4	9	179		
EDINBURGH	KLM	S	D	149	0	1	0.0	11.3	46.0	18.7	16.0	6.7	0.0	0.7	0.0	0.0	0.7	21	60.9	16	178		
EXETER	FLYBE LTD	S	A	30	0	0	0.0	13.3	30.0	30.0	10.0	10.0	3.3	3.3	0.0	0.0	0.0	33	93.3	7	30		
EXETER	FLYBE LTD	S	D	30	0	0	0.0	30.0	56.7	10.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	7	80.0	14	30		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	20.0	32.0	28.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	9	92.3	6	26		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	24.0	48.0	16.0	8.0	0.0	0.0	4.0	0.0	0.0	0.0	17	84.6	13	26		
GLASGOW	KLM	S	A	86	0	1	0.0	31.0	47.1	11.5	8.0	1.1	0.0	0.0	0.0	0.0	1.1	10	82.9	9	111		
GLASGOW	KLM	S	D	86	0	1	0.0	21.8	54.0	12.6	8.0	0.0	0.0	2.3	0.0	0.0	1.1	13	75.7	13	111		
GLASGOW	KLM CITYHOPPER	S	A	12	0	0	16.7	50.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8		
GLASGOW	KLM CITYHOPPER	S	D	12	0	0	0.0	58.3	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	8		
LEEDS BRADFORD	JET2.COM LTD	S	A	25	0	0	4.0	36.0	52.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	11	88.5	6	26		
LEEDS BRADFORD	JET2.COM LTD	S	D	25	0	0	0.0	40.0	48.0	8.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	12	84.6	5	26		
LEEDS BRADFORD	KLM	S	A	84	0	1	1.2	50.6	37.6	7.1	2.4	0.0	0.0	0.0	0.0	0.0	1.2	5	86.7	7	89		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	D	84	0	1	0.0	31.8	47.1	12.9	4.7	1.2	0.0	1.2	0.0	0.0	1.2	11	70.0	14	89						
LEEDS BRADFORD	LEEDS BRADFORD	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	100.0	0	1						
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	50	0	1	2.0	51.0	27.5	2.0	9.8	3.9	0.0	2.0	0.0	0.0	2.0	14	86.0	8	57						
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	50	0	1	0.0	64.7	21.6	3.9	3.9	2.0	0.0	2.0	0.0	0.0	2.0	10	93.0	5	57						
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	84	0	1	3.5	28.2	35.3	16.5	10.6	4.7	0.0	0.0	0.0	0.0	1.2	14	71.4	18	83						
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	84	0	1	0.0	16.5	70.6	3.5	5.9	2.4	0.0	0.0	0.0	0.0	1.2	9	82.1	9	83						
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	223	0	0	6.3	30.5	26.9	11.7	18.4	4.5	1.8	0.0	0.0	0.0	0.0	18	63.9	20	227						
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	223	0	0	0.0	22.9	38.6	12.1	18.8	6.3	1.3	0.0	0.0	0.0	0.0	21	59.5	21	227						
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	230	0	0	3.9	37.4	36.1	13.5	5.2	2.6	0.4	0.9	0.0	0.0	0.0	12	70.2	16	228						
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	230	0	0	0.0	30.0	50.4	10.9	5.2	3.5	0.0	0.0	0.0	0.0	0.0	10	77.3	13	229						
HEATHROW	HEATHROW	KLM	S	A	289	0	9	13.1	31.9	27.5	12.1	6.4	5.4	0.7	0.0	0.0	0.0	3.0	13	76.0	13	292						
HEATHROW	HEATHROW	KLM	S	D	289	0	9	1.3	46.6	32.9	9.1	4.0	3.0	0.0	0.0	0.0	0.0	3.0	8	78.7	11	291						
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	A	123	0	2	2.4	22.4	39.2	14.4	13.6	4.8	1.6	0.0	0.0	0.0	1.6	18	75.2	14	129						
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	D	123	0	1	0.0	41.1	25.0	12.1	13.7	4.8	2.4	0.0	0.0	0.0	0.8	18	58.9	19	129						
LONDON CITY	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	84.6	12	26						
LONDON CITY	LONDON CITY	FLYBE LTD	S	A	34	0	0	2.9	35.3	52.9	5.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	7	85.7	9	28						
LONDON CITY	LONDON CITY	FLYBE LTD	S	D	34	0	0	0.0	5.9	58.8	20.6	2.9	2.9	5.9	2.9	0.0	0.0	0.0	25	66.7	18	30						
LONDON CITY	LONDON CITY	KLM	S	A	189	0	10	4.5	40.7	32.7	6.5	9.0	1.5	0.0	0.0	0.0	0.0	5.0	8	79.6	10	181						
LONDON CITY	LONDON CITY	KLM	S	D	189	0	10	0.0	18.1	46.2	12.6	14.6	3.5	0.0	0.0	0.0	0.0	5.0	17	47.3	25	207						
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	167	0	2	1.2	18.9	32.0	14.8	18.9	10.1	1.8	1.2	0.0	0.0	1.2	29	67.8	19	171						
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	167	0	2	0.0	8.9	46.7	18.3	14.2	8.3	1.8	0.6	0.0	0.0	1.2	24	70.8	18	171						
LUTON	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	15	1						
LUTON	LUTON	VUELING AIRLINES	S	A	58	0	2	1.7	15.0	30.0	10.0	23.3	8.3	5.0	3.3	0.0	0.0	3.3	37	93.3	7	60						
LUTON	LUTON	VUELING AIRLINES	S	D	58	0	2	0.0	15.0	30.0	10.0	21.7	10.0	6.7	3.3	0.0	0.0	3.3	43	81.7	11	60						
STANSTED	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	94	0	4	2.0	22.4	15.3	10.2	19.4	19.4	5.1	2.0	0.0	0.0	4.1	40	60.6	20	97						
STANSTED	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	93	0	5	0.0	19.4	26.5	8.2	18.4	16.3	4.1	2.0	0.0	0.0	5.1	36	65.7	18	97						
STANSTED	STANSTED	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											JUN 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
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	0.0	19.5	32.5	20.8	16.9	5.2	3.9	1.3	0.0	0.0	0.0	27	72.5	21	90		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	0.0	10.5	43.4	18.4	19.7	6.6	1.3	0.0	0.0	0.0	0.0	22	62.6	21	90		
MANCHESTER	FLYBE LTD	S	A	89	0	1	0.0	15.6	33.3	16.7	22.2	6.7	2.2	2.2	0.0	0.0	1.1	31	65.2	21	112		
MANCHESTER	FLYBE LTD	S	D	89	0	1	0.0	5.6	43.3	17.8	14.4	13.3	2.2	2.2	0.0	0.0	1.1	32	67.0	21	112		
MANCHESTER	KLM	S	A	175	0	0	1.7	37.1	36.0	12.0	9.7	2.9	0.6	0.0	0.0	0.0	0.0	12	83.0	10	173		
MANCHESTER	KLM	S	D	175	0	0	0.0	21.1	49.1	16.6	9.7	2.9	0.0	0.6	0.0	0.0	0.0	14	73.9	12	172		
NEWCASTLE	KLM	S	A	120	0	0	1.7	24.2	49.2	14.2	6.7	4.2	0.0	0.0	0.0	0.0	0.0	12	85.9	8	149		
NEWCASTLE	KLM	S	D	120	0	0	0.0	31.7	41.7	15.0	6.7	3.3	0.8	0.0	0.8	0.0	0.0	17	84.6	9	149		
SOUTHAMPTON	FLYBE LTD	S	A	97	0	1	2.0	23.5	42.9	12.2	12.2	6.1	0.0	0.0	0.0	0.0	1.0	17	69.6	15	135		
SOUTHAMPTON	FLYBE LTD	S	D	97	0	1	0.0	22.4	49.0	16.3	7.1	4.1	0.0	0.0	0.0	0.0	1.0	13	75.2	11	133		
SOUTHAMPTON	KLM	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		
SOUTHAMPTON	KLM	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
SOUTHAMPTON	KLM CITYHOPPER	S	A	50	0	0	0.0	40.0	40.0	10.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	10	94.1	7	51		
SOUTHAMPTON	KLM CITYHOPPER	S	D	50	0	0	0.0	40.0	32.0	16.0	8.0	2.0	2.0	0.0	0.0	0.0	0.0	14	92.2	7	51		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	1.8	40.0	32.7	9.1	10.9	0.0	1.8	1.8	0.0	0.0	1.8	17	89.3	7	55		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	54	0	1	0.0	34.5	41.8	9.1	7.3	0.0	1.8	1.8	1.8	0.0	1.8	46	78.6	10	55		
DURHAM TEES VALLEY	KLM	S	A	75	0	1	1.3	39.5	47.4	7.9	1.3	1.3	0.0	0.0	0.0	0.0	1.3	6	90.1	7	79		
DURHAM TEES VALLEY	KLM	S	D	76	0	1	0.0	23.4	54.5	13.0	1.3	6.5	0.0	0.0	0.0	0.0	1.3	13	80.2	14	79		
<b>TOTAL AMSTERDAM</b>				<b>7112</b>	<b>0</b>	<b>100</b>	<b>1.7</b>	<b>28.2</b>	<b>38.8</b>	<b>12.9</b>	<b>10.6</b>	<b>4.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>17</b>	<b>73.3</b>	<b>14</b>	<b>7627</b>		
ANCONA																							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
STANSTED	RYANAIR	S	A	30	0	0	0.0	13.3	40.0	23.3	6.7	13.3	0.0	3.3	0.0	0.0	0.0	28	90.0	7	30		
STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	70.0	13.3	0.0	10.0	3.3	0.0	0.0	0.0	0.0	19	90.0	8	30		
<b>TOTAL ANCONA</b>				<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.4</b>	<b>54.7</b>	<b>18.8</b>	<b>3.1</b>	<b>10.9</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>90.0</b>	<b>8</b>	<b>60</b>		
ANGLESEY (VALLEY)																							
CARDIFF WALES	EASTERN AIRWAYS	S	A	38	2	2	0.0	42.9	31.0	4.8	7.1	2.4	0.0	2.4	0.0	4.8	4.8	18	84.4	11	43		
CARDIFF WALES	EASTERN AIRWAYS	S	D	39	0	2	0.0	39.0	46.3	2.4	2.4	2.4	0.0	2.4	0.0	0.0	4.9	13	95.5	6	44		
<b>TOTAL ANGLESEY (VALLEY)</b>				<b>77</b>	<b>2</b>	<b>4</b>	<b>0.0</b>	<b>41.0</b>	<b>38.6</b>	<b>3.6</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>4.8</b>	<b>15</b>	<b>89.9</b>	<b>9</b>	<b>87</b>		
ANKARA (ESENBOGA)																							
GATWICK	THY TURKISH AIRLINES	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LUTON	SUNEXPRESS	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	20	0.0	0	0		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	SUNEXPRESS	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	19	0.0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ANTALYA																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	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	7	0.0	0	0
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	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	37	0.0	0	0
	BELFAST INTERNATIONAL	THY TURKISH AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	19	10
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	30.0	41	10
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	0.0	23.1	38.5	15.4	0.0	23.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	35	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	27	0	0	0.0	7.4	33.3	14.8	25.9	11.1	3.7	0.0	3.7	0.0	0.0	87	35.7	61	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	26	0	0	0.0	0.0	15.4	30.8	34.6	11.5	3.8	0.0	3.8	0.0	0.0	96	25.0	51	12
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	83	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	58	0.0	0	0
	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	0.0	0	75.0	13	4
	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	50.0	18	4
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	18	0	0	0.0	16.7	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	100.0	3	8
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	5.9	47.1	23.5	5.9	17.6	0.0	0.0	0.0	0.0	0.0	26	87.5	9	8
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	34	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	21	0.0	0	0
	CARDIFF WALES	FREEBIRD AIRLINES	C	A	4	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
	CARDIFF WALES	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	DONCASTER SHEFFIELD	FREEBIRD AIRLINES	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	8	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	A	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	44	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	D	5	0	0	0.0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	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	67	40.0	15	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	36	20.0	37	5	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	62	75.0	11	4	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	85	75.0	9	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	4	
	GLASGOW	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	8	100.0	1	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	17	0	0	5.9	17.6	35.3	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	13	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	23.5	35.3	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	19	83.3	11	12	
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	7.1	35.7	21.4	0.0	28.6	7.1	0.0	0.0	0.0	0.0	0.0	21	88.9	162	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	7.7	15.4	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	100.0	1	8	
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	A	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	6	0.0	0	0	
	LEEDS BRADFORD	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	11	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	11.8	23.5	11.8	17.6	29.4	0.0	0.0	0.0	0.0	0.0	38	52.9	25	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	0.0	38.9	33.3	5.6	16.7	5.6	0.0	0.0	0.0	0.0	36	11.8	36	17	
	GATWICK	FREEBIRD AIRLINES	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	33	0.0	62	4	
	GATWICK	FREEBIRD AIRLINES	C	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	27	25.0	45	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	37.5	17	8	
	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	62.5	13	8	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	THOMAS COOK AIRLINES LTD	S	A	52	0	0	3.8	11.5	21.2	15.4	21.2	17.3	7.7	1.9	0.0	0.0	0.0	46	36.7	35	30		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	52	0	0	0.0	1.9	32.7	13.5	21.2	19.2	5.8	5.8	0.0	0.0	0.0	50	46.7	33	30		
GATWICK	TUI AIRWAYS LTD	C	A	25	0	2	7.4	3.7	18.5	18.5	22.2	14.8	3.7	3.7	0.0	0.0	7.4	42	75.0	12	8		
GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	0.0	50.0	30.8	11.5	3.8	0.0	3.8	0.0	0.0	0.0	27	44.4	30	9		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	37.5	12.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	25	44.4	33	9		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	22	8		
LUTON	FREEBIRD AIRLINES	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	4	0.0	0	0		
LUTON	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
LUTON	SUNEXPRESS	S	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
LUTON	SUNEXPRESS	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	37	0.0	0	0		
LUTON	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	33.3	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	39	0.0	0	0		
LUTON	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	11.1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	74	0.0	0	0		
STANSTED	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
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	1		
STANSTED	JET2.COM LTD	S	A	21	0	0	0.0	19.0	14.3	28.6	19.0	14.3	4.8	0.0	0.0	0.0	0.0	33	0.0	0	0		
STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	18.2	40.9	13.6	13.6	13.6	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	20	0	1	0.0	4.8	14.3	33.3	19.0	14.3	9.5	0.0	0.0	0.0	4.8	43	76.5	13	17		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	21	0	0	0.0	0.0	23.8	23.8	33.3	14.3	0.0	4.8	0.0	0.0	0.0	47	56.3	20	16		
STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	4		
STANSTED	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	28	100.0	2	4		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	7	0	1	12.5	25.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	12.5	22	20.0	62	5		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	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	29	50.0	26	4		
MANCHESTER	FREEBIRD AIRLINES	C	A	12	0	0	8.3	0.0	33.3	16.7	16.7	25.0	0.0	0.0	0.0	0.0	0.0	35	18.2	42	11		
MANCHESTER	FREEBIRD AIRLINES	C	D	11	0	0	0.0	0.0	9.1	9.1	54.5	18.2	9.1	0.0	0.0	0.0	0.0	62	10.0	70	10		
MANCHESTER	JET2.COM LTD	S	A	26	0	0	7.7	15.4	26.9	23.1	19.2	7.7	0.0	0.0	0.0	0.0	0.0	22	60.0	34	10		
MANCHESTER	JET2.COM LTD	S	D	26	0	0	0.0	7.7	30.8	26.9	26.9	7.7	0.0	0.0	0.0	0.0	0.0	29	40.0	37	10		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	53	0	1	9.3	11.1	13.0	13.0	20.4	22.2	5.6	1.9	1.9	0.0	1.9	61	66.7	17	30		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	51	0	1	0.0	0.0	42.3	11.5	17.3	21.2	3.8	1.9	0.0	0.0	1.9	43	60.0	18	30		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											JUN 2017			
						NUMBER OF FLIGHTS																
						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)
MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	0.0	0.0	8.3	0.0	41.7	25.0	16.7	0.0	8.3	0.0	0.0	101	25.0	17	4	
MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	7.7	30.8	15.4	23.1	7.7	7.7	7.7	0.0	0.0	95	100.0	4	4	
NEWCASTLE	FREEBIRD AIRLINES	S	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	20	0.0	0	0	
NEWCASTLE	FREEBIRD AIRLINES	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
NEWCASTLE	JET2.COM LTD	S	A	13	0	0	15.4	30.8	7.7	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	60.0	22	5	
NEWCASTLE	JET2.COM LTD	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	0.0	21	60.0	15	5	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	17	0	0	5.9	29.4	29.4	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	13	100.0	0	12	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	11.8	29.4	29.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	6	12	
<b>TOTAL ANTALYA</b>				<b>963</b>	<b>0</b>	<b>6</b>	<b>2.2</b>	<b>11.6</b>	<b>30.2</b>	<b>18.1</b>	<b>19.3</b>	<b>12.8</b>	<b>3.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.6</b>	<b>39</b>	<b>57.0</b>	<b>27</b>	<b>486</b>	
ANTIGUA																						
GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	0.0	23.1	53.8	7.7	7.7	0.0	0.0	0.0	7.7	0.0	0.0	43	88.9	17	9	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	38.5	23.1	7.7	7.7	15.4	0.0	0.0	7.7	0.0	0.0	54	88.9	7	9	
<b>TOTAL ANTIGUA</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>89.5</b>	<b>11</b>	<b>19</b>	
ANTWERP																						
ABERDEEN	VOLOTEA	S	A	12	0	0	0.0	0.0	25.0	8.3	50.0	8.3	8.3	0.0	0.0	0.0	0.0	43	0.0	0	0	
ABERDEEN	VOLOTEA	S	D	12	0	0	0.0	0.0	16.7	33.3	25.0	16.7	8.3	0.0	0.0	0.0	0.0	43	0.0	0	0	
BIRMINGHAM	VLM (BELGIUM)	S	A	21	0	0	19.0	61.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
BIRMINGHAM	VLM (BELGIUM)	S	D	29	0	0	0.0	24.1	41.4	17.2	13.8	0.0	3.4	0.0	0.0	0.0	0.0	17	0.0	0	0	
GLASGOW	VLM (BELGIUM)	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
GLASGOW	VLM (BELGIUM)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
LONDON CITY	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.5	2	79	
LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.7	5	79	
LONDON CITY	TYROLEAN AIRWAYS	S	A	67	0	0	1.5	65.7	23.9	4.5	3.0	1.5	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
LONDON CITY	TYROLEAN AIRWAYS	S	D	67	0	0	0.0	59.7	28.4	6.0	4.5	1.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
SOUTHEND	STOBART AIR	S	A	17	0	0	0.0	5.9	76.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
SOUTHEND	STOBART AIR	S	D	17	0	0	0.0	41.2	41.2	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ANTWERP</b>				<b>242</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>46.3</b>	<b>31.0</b>	<b>8.7</b>	<b>7.9</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.0</b>	<b>4</b>	<b>160</b>	
ARRECIFE																						
BELFAST INTERNATIONAL	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	2	87.5	101	8	
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	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	25	100.0	3	8	
BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	5	9	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	RYANAIR	S D	9	0	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	9		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C A	7	0	0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8			
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	116	9			
BELFAST INTERNATIONAL	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	5	40.0	33	5			
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	40.0	27	5			
BIRMINGHAM	JET2.COM LTD	S A	21	0	0	28.6	23.8	23.8	14.3	0.0	4.8	0.0	0.0	4.8	0.0	0.0	59	85.7	7	14			
BIRMINGHAM	JET2.COM LTD	S D	21	0	0	0.0	9.5	61.9	19.0	4.8	0.0	4.8	0.0	0.0	0.0	0.0	18	61.5	18	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	0.0	0	61.9	73	21			
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	33.3	32	21			
BIRMINGHAM	RYANAIR	S A	13	0	0	15.4	30.8	23.1	7.7	7.7	7.7	0.0	7.7	0.0	0.0	0.0	31	92.3	2	13			
BIRMINGHAM	RYANAIR	S D	13	0	0	0.0	0.0	46.2	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	31	69.2	15	13			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	33.3	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	66.7	18	9			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	33.3	22	9			
BIRMINGHAM	TUI AIRWAYS LTD	C A	13	0	0	7.7	30.8	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	69.2	15	13			
BIRMINGHAM	TUI AIRWAYS LTD	C D	12	0	0	0.0	0.0	41.7	16.7	25.0	16.7	0.0	0.0	0.0	0.0	0.0	35	53.8	16	13			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	88.9	9	9			
BOURNEMOUTH	TUI AIRWAYS LTD	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	18	77.8	10	9			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	5	8			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	10	8			
BRISTOL	RYANAIR	S A	13	0	0	15.4	30.8	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	13			
BRISTOL	RYANAIR	S D	13	0	0	0.0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	6	13			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	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	24	83.3	166	6			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	53	100.0	7	5			
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	11.1	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	52	100.0	2	9			
BRISTOL	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	25.0	0.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	50	66.7	9	9			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	60.0	19	5			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	39	60.0	15	5			
CARDIFF WALES	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	9	9			
CARDIFF WALES	TUI AIRWAYS LTD	C 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	12	88.9	5	9			



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	TUI AIRWAYS LTD	C	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	8	88.9	7	9	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	12	0	0	16.7	66.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	5	85.7	8	14		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	12	0	0	0.0	25.0	41.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	11	71.4	16	14		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	23.5	41.2	11.8	0.0	23.5	0.0	0.0	0.0	0.0	0.0	10	82.4	8	17		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	5.9	64.7	17.6	5.9	5.9	0.0	0.0	0.0	0.0	12	82.4	10	17		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	22.2	11.1	11.1	33.3	11.1	0.0	0.0	0.0	50	100.0	1	9		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	67	88.9	9	9		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	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	33	80.0	4	5		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	5		
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	9		
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	13	9		
	EDINBURGH	RYANAIR	S	A	9	0	0	22.2	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	77.8	20	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	7	88.9	12	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	6	100.0	4	5		
	EDINBURGH	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	8	60.0	14	5		
	EXETER	TUI AIRWAYS LTD	C	A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	9		
	EXETER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	9		
	GLASGOW	JET2.COM LTD	S	A	13	0	0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	11	13		
	GLASGOW	JET2.COM LTD	S	D	13	0	0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	6	13		
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	30	37.5	58	8		
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	23	62.5	20	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	50.0	35	12		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	17	76.9	8	13		
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	31	60.0	25	5		
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	42	60.0	26	5		
	LEEDS BRADFORD	JET2.COM LTD	S	A	22	0	0	40.9	36.4	9.1	0.0	9.1	4.5	0.0	0.0	0.0	0.0	10	83.3	2	16		
	LEEDS BRADFORD	JET2.COM LTD	S	D	22	0	0	0.0	18.2	40.9	9.1	22.7	4.5	4.5	0.0	0.0	0.0	26	94.1	5	17		
	LEEDS BRADFORD	RYANAIR	S	A	12	0	1	30.8	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	1	100.0	0	13		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	LEEDS BRADFORD	RYANAIR	S	D	12	0	1	0.0	30.8	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	100.0	3	13
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	5	8
	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	4	100.0	1	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	59.1	9.1	0.0	0.0	4.5	4.5	0.0	0.0	0.0	0.0	12	76.9	13	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	28.6	47.6	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	13	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	3.4	13.8	31.0	31.0	13.8	6.9	0.0	0.0	0.0	0.0	0.0	22	56.7	19	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	16.7	66.7	3.3	3.3	6.7	3.3	0.0	0.0	0.0	0.0	14	86.7	8	30
	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	71.0	47	30
	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	63.3	11	30
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	50.0	19	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	22	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	25.0	37	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	55.6	38	9
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	15.4	15.4	7.7	30.8	7.7	15.4	0.0	0.0	0.0	0.0	44	58.8	19	17
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	25.0	8.3	25.0	16.7	25.0	0.0	0.0	0.0	0.0	0.0	32	70.6	11	17
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	5	13
	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	7	13
	LUTON	EASYJET AIRLINE COMPANY LTD	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	5	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	15	9
	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5
	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	LUTON	RYANAIR	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	10	87.5	8	8
	LUTON	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	4	87.5	5	8
	LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	77.8	10	9
	LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	39	77.8	13	9

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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				
STANSTED	JET2.COM LTD	S A	22	0	0	18.2	40.9	36.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	14	18	
STANSTED	JET2.COM LTD	S D	22	0	0	0.0	18.2	59.1	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	13	18	
STANSTED	RYANAIR	S A	21	0	0	0.0	38.1	38.1	19.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	12	68.2	16	22	
STANSTED	RYANAIR	S D	21	0	0	0.0	0.0	71.4	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	15	68.2	18	22	
STANSTED	THOMAS COOK AIRLINES LTD	S A	8	0	0	12.5	25.0	50.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	31	100.0	1	9	
STANSTED	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	0.0	50.0	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	46	77.8	8	9	
MANCHESTER	JET2.COM LTD	S A	31	0	0	38.7	22.6	22.6	3.2	6.5	3.2	0.0	3.2	0.0	0.0	0.0	16	63.6	16	21	
MANCHESTER	JET2.COM LTD	S D	30	0	0	0.0	6.7	60.0	16.7	6.7	6.7	0.0	3.3	0.0	0.0	0.0	28	47.8	24	23	
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	56.3	44	31	
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	77.4	12	31	
MANCHESTER	RYANAIR	S A	25	0	0	16.0	40.0	32.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.8	9	26	
MANCHESTER	RYANAIR	S D	25	0	0	0.0	12.0	76.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	12	26	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	13	0	0	7.7	23.1	15.4	23.1	7.7	15.4	0.0	7.7	0.0	0.0	0.0	50	63.2	12	19	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	0.0	38.5	0.0	30.8	23.1	0.0	7.7	0.0	0.0	0.0	64	72.2	10	18	
MANCHESTER	TUI AIRWAYS LTD	C A	16	0	0	0.0	18.8	37.5	18.8	12.5	6.3	0.0	6.3	0.0	0.0	0.0	32	29.4	35	17	
MANCHESTER	TUI AIRWAYS LTD	C D	16	0	0	0.0	0.0	43.8	18.8	25.0	6.3	0.0	6.3	0.0	0.0	0.0	42	29.4	40	17	
NEWCASTLE	JET2.COM LTD	S A	13	0	0	69.2	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	9	13	
NEWCASTLE	JET2.COM LTD	S D	13	0	0	0.0	15.4	53.8	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	22	84.6	10	13	
NEWCASTLE	RYANAIR	S A	9	0	0	33.3	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
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	0.0	14	75.0	26	8	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	8	0	0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13	
NEWCASTLE	THOMAS COOK AIRLINES LTD	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	14	84.6	9	13	
NEWCASTLE	TUI AIRWAYS LTD	S A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	9	
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	11	100.0	6	9	
<b>TOTAL ARRECIFE</b>			<b>1167</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>24.1</b>	<b>38.1</b>	<b>13.0</b>	<b>8.5</b>	<b>4.9</b>	<b>1.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>75.2</b>	<b>17</b>	<b>1364</b>	
ARUBA																					
GATWICK	TUI AIRWAYS LTD	C A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	61	4	
GATWICK	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	36	50.0	12	4	
MANCHESTER	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	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	75.0	13	4	
<b>TOTAL ARUBA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>21</b>	<b>62.5</b>	<b>26</b>	<b>16</b>	
ASHKHABAD																					
BIRMINGHAM	TURKMENISTAN AIRLINES	S A	9	0	0	0.0	0.0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	45	44.4	39	9	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	
		BIRMINGHAM		TURKMENISTAN AIRLINES	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	44	44.4	52	9		
		HEATHROW		TURKMENISTAN AIRLINES	S	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	99	4		
		HEATHROW		TURKMENISTAN AIRLINES	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	31	0.0	95	4		
<b>TOTAL ASHKHABAD</b>							<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>32.1</b>	<b>39.3</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>38</b>	<b>30.8</b>	<b>61</b>	<b>26</b>			
ASTANA																										
		HEATHROW		AIR ASTANA	S	A	30	0	0	30.0	33.3	26.7	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	5	52.4	15	21		
		HEATHROW		AIR ASTANA	S	D	29	0	1	3.3	43.3	43.3	0.0	6.7	0.0	0.0	0.0	0.0	3.3	6	61.9	16	21			
		LUTON		ELITAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL ASTANA</b>							<b>59</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>38.3</b>	<b>35.0</b>	<b>3.3</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>5</b>	<b>58.1</b>	<b>15</b>	<b>43</b>			
ASTURIAS																										
		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	64	1			
		GATWICK		VUELING AIRLINES	S	A	13	0	0	0.0	15.4	53.8	7.7	7.7	7.7	0.0	7.7	0.0	0.0	0.0	32	50.0	19	14		
		GATWICK		VUELING AIRLINES	S	D	13	0	0	0.0	0.0	38.5	38.5	7.7	7.7	0.0	7.7	0.0	0.0	0.0	38	35.7	27	14		
		HEATHROW		BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	91.7	4	12			
		HEATHROW		IBERIA	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	91.7	3	12			
		STANSTED		EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	0.0	29.4	35.3	5.9	11.8	5.9	0.0	5.9	0.0	0.0	5.9	31	66.7	21	30		
		STANSTED		EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	23.5	52.9	5.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	25	76.7	17	30		
<b>TOTAL ASTURIAS</b>							<b>85</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>31.4</b>	<b>37.2</b>	<b>9.3</b>	<b>7.0</b>	<b>4.7</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>22</b>	<b>68.1</b>	<b>17</b>	<b>113</b>		
ATHENS																										
		BIRMINGHAM		AEGEAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
		BIRMINGHAM		AEGEAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	63	3			
		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	68	1			
		BRISTOL		EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	22.2	11.1	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
		BRISTOL		EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
		BRISTOL		THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
		EDINBURGH		AEGEAN AIRLINES	S	A	6	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	4			
		EDINBURGH		AEGEAN AIRLINES	S	D	6	0	0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	14	50.0	14	4			
		EDINBURGH		EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	12.5	12.5	12.5	12.5	50.0	0.0	0.0	0.0	0.0	52	62.5	23	8			
		EDINBURGH		EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	22.2	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	45	75.0	20	8		
		GATWICK		EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	3.6	14.3	21.4	21.4	21.4	10.7	5.4	1.8	0.0	0.0	0.0	38	58.9	21	56		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	0.0	14.5	45.5	20.0	16.4	1.8	1.8	0.0	0.0	0.0	0.0	0.0	17	66.1	21	56						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
HEATHROW	AEGEAN AIRLINES	S	A	90	0	0	7.8	34.4	38.9	12.2	5.6	1.1	0.0	0.0	0.0	0.0	0.0	0.0	8	74.7	11	91						
HEATHROW	AEGEAN AIRLINES	S	D	90	0	0	0.0	13.3	54.4	18.9	8.9	3.3	1.1	0.0	0.0	0.0	0.0	0.0	16	70.0	13	90						
HEATHROW	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1						
HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	9.7	30.6	21.8	15.3	13.7	6.5	1.6	0.8	0.0	0.0	0.0	0.0	20	82.1	11	123						
HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	0.0	18.5	52.4	15.3	8.1	4.0	0.8	0.8	0.0	0.0	0.0	0.0	15	70.7	13	123						
LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	0.0	0	100.0	4	1						
LUTON	WIZZ AIR	S	A	30	0	0	0.0	3.3	10.0	23.3	33.3	26.7	3.3	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0						
LUTON	WIZZ AIR	S	D	30	0	0	0.0	3.3	46.7	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
STANSTED	RYANAIR	S	A	51	0	0	5.9	27.5	37.3	11.8	3.9	11.8	2.0	0.0	0.0	0.0	0.0	0.0	19	85.4	10	48						
STANSTED	RYANAIR	S	D	51	0	0	0.0	0.0	11.8	21.6	39.2	23.5	3.9	0.0	0.0	0.0	0.0	0.0	49	45.8	28	48						
MANCHESTER	AEGEAN AIRLINES	S	A	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	0.0	5	63.6	15	11						
MANCHESTER	AEGEAN AIRLINES	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	13	45.5	30	11						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	5.9	29.4	23.5	17.6	23.5	0.0	0.0	0.0	0.0	0.0	0.0	35	82.4	16	17						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	5.9	17.6	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	38	82.4	12	17						
<b>TOTAL ATHENS</b>				<b>804</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>18.7</b>	<b>35.3</b>	<b>18.5</b>	<b>14.3</b>	<b>8.0</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.2</b>	<b>15</b>	<b>725</b>						
ATLANTA																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	10.0	10.0	40.0	23.3	13.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	19	90.0	6	30						
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	16.7	53.3	13.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.7	14	30						
HEATHROW	DELTA AIRLINES	S	A	60	0	0	3.3	16.7	25.0	16.7	18.3	15.0	3.3	1.7	0.0	0.0	0.0	0.0	34	85.0	14	60						
HEATHROW	DELTA AIRLINES	S	D	60	0	0	0.0	48.3	43.3	3.3	1.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	9	90.2	5	61						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	20.0	30.0	16.7	13.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	13	93.3	7	30						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	26.7	46.7	13.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	15	80.0	11	30						
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	26.9	19.2	19.2	26.9	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	53	92.6	3	27						
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	0.0	46.2	42.3	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	6	27						
<b>TOTAL ATLANTA</b>				<b>292</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>27.7</b>	<b>35.6</b>	<b>13.4</b>	<b>9.9</b>	<b>4.5</b>	<b>2.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.1</b>	<b>9</b>	<b>295</b>						
AUCKLAND INTERNATIONAL																												
HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	6.7	20.0	36.7	13.3	10.0	10.0	0.0	3.3	0.0	0.0	0.0	0.0	27	63.3	15	30						

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	30	0	0	0.0	23.3	63.3	3.3	0.0	0.0	6.7	3.3	0.0	0.0	0.0	23	96.7	6	30
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>21.7</b>	<b>50.0</b>	<b>8.3</b>	<b>5.0</b>	<b>5.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>80.0</b>	<b>10</b>	<b>60</b>
AUSTIN (BERGSTROM)																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	0.0	15.4	23.1	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	13	0	0	0.0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	26.7	26.7	30.0	10.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	9	90.0	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	10.0	76.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	93.3	4	30
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>15.1</b>	<b>51.2</b>	<b>15.1</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>0.0</b>	<b>12</b>	<b>91.7</b>	<b>5</b>	<b>60</b>
AVIGNON																						
	BIRMINGHAM	FLYBE LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	290	75.0	26	4
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	30	50.0	30	4
	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	7
	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	44.4	18	9
	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	100.0	0	2
	SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	34	8
	SOUTHAMPTON	FLYBE 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	8	75.0	41	8
<b>TOTAL AVIGNON</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>30.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>87</b>	<b>71.4</b>	<b>23</b>	<b>42</b>
AZORES PONTA DELGADA																						
	GATWICK	SATA	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
	GATWICK	SATA	S	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	0.0	38	4
	STANSTED	RYANAIR	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	36	0.0	43	4
	STANSTED	RYANAIR	S	D	5	0	0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	34	50.0	32	4
	MANCHESTER	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	MANCHESTER	RYANAIR	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	0.0	0	0
<b>TOTAL AZORES PONTA DELGADA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>42.9</b>	<b>25.0</b>	<b>14.3</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>25</b>	<b>25.0</b>	<b>35</b>	<b>16</b>

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

		Origin/Destinations: B																	JUN 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	
BACAU		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	100.0	0	8	
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	28	0	0	42.9	35.7	10.7	3.6	7.1	0.0	0.0	0.0	0.0	0.0	4	100.0	3	26	
		LUTON	BLUE AIR TRANSPORT AERIAN	S	D	28	0	0	0.0	10.7	57.1	10.7	17.9	3.6	0.0	0.0	0.0	0.0	15	61.5	12	26	
<b>TOTAL BACAU</b>						<b>74</b>	<b>0</b>	<b>0</b>	<b>24.3</b>	<b>29.7</b>	<b>29.7</b>	<b>5.4</b>	<b>9.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.3</b>	<b>6</b>	<b>68</b>	
BADEN BADEN		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	100.0	10	1	
<b>TOTAL BADEN BADEN</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BAGHDAD (GECA)		GATWICK	IRAQI 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	
		GATWICK	IRAQI AIRWAYS	S	A	4	0	1	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	100.0	1	4	
		GATWICK	IRAQI AIRWAYS	S	D	4	0	1	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	12	80.0	12	5	
		MANCHESTER	IRAQI AIRWAYS	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
		MANCHESTER	IRAQI AIRWAYS	S	D	5	0	0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	31	100.0	0	4	
<b>TOTAL BAGHDAD (GECA)</b>						<b>18</b>	<b>0</b>	<b>2</b>	<b>30.0</b>	<b>25.0</b>	<b>10.0</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>10.0</b>	<b>12</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
BAHRAIN		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	83.3	6.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	2	96.4	3	28	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	63.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	12	82.1	7	28	
		HEATHROW	GULF AIR	S	A	60	0	0	0.0	23.3	45.0	18.3	8.3	5.0	0.0	0.0	0.0	0.0	15	45.0	23	60	
		HEATHROW	GULF AIR	S	D	60	0	0	3.3	16.7	50.0	20.0	5.0	1.7	1.7	1.7	0.0	0.0	18	88.1	5	59	
<b>TOTAL BAHRAIN</b>						<b>180</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>29.4</b>	<b>43.3</b>	<b>15.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.7</b>	<b>11</b>	<b>175</b>	
BAKU (HEYDER ALIYEV INT'L)		BELFAST INTERNATIONAL	THY TURKISH 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	59	1	
		GATWICK	SILK WAY AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4	
		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	75.0	10	4	
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	13	0	0	46.2	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	5	87.0	7	23	
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	13	0	0	0.0	15.4	38.5	30.8	0.0	15.4	0.0	0.0	0.0	0.0	22	73.9	11	23	
		LUTON	AZERBAIJAN AIRLINES (AZAL)	C	A	0	0	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	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE												JUN 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
TOTAL BAKU (HEYDER ALIYEV INT'L)		LUTON		AZERBAIJAN AIRLINES (AZAL)		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2			
		LUTON		JETAIRFLY		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1			
								<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>19.2</b>	<b>26.9</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.3</b>	<b>10</b>	<b>60</b>		
BALE MULHOUSE		BRISTOL		EASYJET AIRLINE COMPANY LTD		S	A	17	0	0	0.0	23.5	35.3	23.5	5.9	5.9	5.9	0.0	0.0	0.0	22	70.6	22	17	
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S	D	17	0	0	0.0	29.4	23.5	17.6	23.5	5.9	0.0	0.0	0.0	0.0	21	58.8	23	17	
		EDINBURGH		EASYJET SWITZERLAND		S	A	38	0	0	7.9	50.0	28.9	5.3	2.6	2.6	0.0	2.6	0.0	0.0	12	87.2	13	39	
		EDINBURGH		EASYJET SWITZERLAND		S	D	38	0	0	0.0	2.6	44.7	26.3	13.2	10.5	0.0	2.6	0.0	0.0	30	61.5	24	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	100.0	6	4		
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	82	0	2	2.4	23.8	23.8	14.3	15.5	14.3	3.6	0.0	0.0	0.0	2.4	30	64.0	23	85
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	82	0	2	0.0	6.0	41.7	20.2	16.7	10.7	2.4	0.0	0.0	0.0	2.4	27	60.0	20	85
		GATWICK		EASYJET SWITZERLAND		S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
		GATWICK		EASYJET SWITZERLAND		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
		HEATHROW		BRITISH AIRWAYS PLC		S	A	106	0	1	7.5	46.7	27.1	4.7	11.2	1.9	0.0	0.0	0.0	0.9	9	77.9	12	104	
		HEATHROW		BRITISH AIRWAYS PLC		S	D	106	0	0	0.0	25.5	55.7	7.5	8.5	2.8	0.0	0.0	0.0	0.0	11	78.8	9	104	
		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	95.6	2	45		
		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	80.0	9	45		
		LUTON		EASYJET AIRLINE COMPANY LTD		S	A	28	0	2	3.3	20.0	40.0	10.0	13.3	6.7	0.0	0.0	0.0	6.7	17	76.7	13	30	
		LUTON		EASYJET AIRLINE COMPANY LTD		S	D	28	0	2	0.0	23.3	40.0	23.3	3.3	3.3	0.0	0.0	0.0	6.7	13	73.3	14	30	
		STANSTED		RYANAIR		S	A	29	0	1	0.0	3.3	23.3	20.0	33.3	13.3	3.3	0.0	0.0	3.3	40	73.3	10	30	
		STANSTED		RYANAIR		S	D	30	0	0	0.0	0.0	40.0	26.7	26.7	6.7	0.0	0.0	0.0	0.0	27	80.0	12	30	
		MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	A	27	0	2	3.4	0.0	20.7	24.1	27.6	17.2	0.0	0.0	0.0	6.9	36	84.0	9	25	
		MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	D	28	0	1	0.0	3.4	24.1	37.9	17.2	13.8	0.0	0.0	0.0	3.4	30	92.0	5	25	
TOTAL BALE MULHOUSE								<b>656</b>	<b>0</b>	<b>15</b>	<b>2.2</b>	<b>21.8</b>	<b>35.3</b>	<b>15.4</b>	<b>14.2</b>	<b>7.6</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>74.9</b>	<b>14</b>	<b>754</b>
BALTIMORE		HEATHROW		BRITISH AIRWAYS PLC		S	A	29	0	1	26.7	33.3	26.7	0.0	10.0	0.0	0.0	0.0	0.0	3.3	6	96.7	1	30	
		HEATHROW		BRITISH AIRWAYS PLC		S	D	29	0	1	0.0	13.3	56.7	13.3	10.0	3.3	0.0	0.0	0.0	3.3	14	86.7	9	30	
TOTAL BALTIMORE								<b>58</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>23.3</b>	<b>41.7</b>	<b>6.7</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>10</b>	<b>91.7</b>	<b>5</b>	<b>60</b>



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										JUN 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	
BANDAR SERI BEGAWAN		HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	6.7	56.7	23.3	6.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	11	70.0	11	30					
		HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	0.0	30.0	40.0	16.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	13	83.3	10	30					
<b>TOTAL BANDAR SERI BEGAWAN</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>31.7</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.7</b>	<b>11</b>	<b>60</b>					
BANGALORE (BENGALURU)		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	66.7	13.3	10.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	11	30					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	3.3	36.7	36.7	16.7	3.3	3.3	0.0	0.0	0.0	0.0	24	73.3	13	30					
<b>TOTAL BANGALORE (BENGALURU)</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>8.3</b>	<b>23.3</b>	<b>20.0</b>	<b>11.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.0</b>	<b>12</b>	<b>60</b>					
BANGKOK SUVARNABHUMI		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	56.7	33.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	6	30					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	16.7	60.0	13.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	86.7	10	30					
		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	54	0	0	14.8	24.1	38.9	14.8	7.4	0.0	0.0	0.0	0.0	0.0	0.0	10	31.7	24	60					
		HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	54	0	0	0.0	11.1	63.0	20.4	3.7	1.9	0.0	0.0	0.0	0.0	0.0	12	95.0	4	60					
<b>TOTAL BANGKOK SUVARNABHUMI</b>						<b>168</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>20.2</b>	<b>44.6</b>	<b>13.7</b>	<b>5.4</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>71.1</b>	<b>12</b>	<b>180</b>					
BANGOR		GATWICK	FAI FLIGHT-AMBULANCE SERVICE	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	79	0.0	0	0				
<b>TOTAL BANGOR</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>79</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
BANJUL		GATWICK	ENTER AIR	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	41	0.0	0	0					
		GATWICK	ENTER 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	9	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	100.0	0	4					
		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	7	4					
<b>TOTAL BANJUL</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>0.0</b>	<b>25</b>	<b>100.0</b>	<b>4</b>	<b>8</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	108	4					
		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	25.0	35	4					
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	4.8	42.9	33.3	9.5	4.8	0.0	4.8	0.0	0.0	0.0	0.0	14	86.4	8	22					
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	4.8	71.4	9.5	9.5	0.0	4.8	0.0	0.0	0.0	0.0	18	72.7	12	22					

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	
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	50.0	20	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	0	55.6	22	27
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	66.7	15	9
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	28	9
BIRMINGHAM	RYANAIR	S A	38	0	1	0.0	7.7	30.8	28.2	15.4	15.4	0.0	0.0	0.0	0.0	2.6	28	78.9	14	38	
BIRMINGHAM	RYANAIR	S D	38	0	1	0.0	0.0	23.1	15.4	25.6	28.2	5.1	0.0	0.0	0.0	2.6	49	36.8	32	38	
BIRMINGHAM	VUELING AIRLINES	S A	25	0	1	3.8	15.4	34.6	19.2	15.4	7.7	0.0	0.0	0.0	0.0	3.8	25	61.5	22	26	
BIRMINGHAM	VUELING AIRLINES	S D	25	0	2	0.0	0.0	18.5	25.9	18.5	14.8	11.1	3.7	0.0	0.0	7.4	60	23.1	91	26	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	59	0	1	5.0	20.0	26.7	15.0	26.7	3.3	1.7	0.0	0.0	0.0	1.7	21	46.7	22	60	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	59	0	1	0.0	13.3	46.7	10.0	13.3	11.7	3.3	0.0	0.0	0.0	1.7	26	55.0	22	60	
BRISTOL	VUELING AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	2	
BRISTOL	VUELING AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
CARDIFF WALES	VUELING AIRLINES	S A	13	0	0	0.0	7.7	61.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	21	88.2	7	17	
CARDIFF WALES	VUELING AIRLINES	S D	13	0	0	0.0	0.0	61.5	15.4	0.0	23.1	0.0	0.0	0.0	0.0	0.0	32	82.4	8	17	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	29	0	1	0.0	0.0	13.3	36.7	33.3	10.0	3.3	0.0	0.0	0.0	3.3	36	60.0	15	30	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	29	0	1	0.0	6.7	40.0	33.3	13.3	3.3	0.0	0.0	0.0	0.0	3.3	19	60.0	16	30	
EDINBURGH	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	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	37.5	23	8	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	11.1	11.1	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	34	25.0	32	8	
EDINBURGH	RYANAIR	S A	30	0	0	0.0	10.0	36.7	16.7	16.7	16.7	3.3	0.0	0.0	0.0	0.0	31	29.0	39	30	
EDINBURGH	RYANAIR	S D	30	0	0	0.0	6.7	76.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	63.3	19	30	
EDINBURGH	VUELING AIRLINES	S A	17	0	0	5.9	29.4	5.9	11.8	23.5	17.6	0.0	5.9	0.0	0.0	0.0	46	95.2	4	21	
EDINBURGH	VUELING AIRLINES	S D	17	0	0	0.0	0.0	23.5	23.5	17.6	23.5	5.9	5.9	0.0	0.0	0.0	61	68.2	12	20	
GLASGOW	BA CITYFLYER LTD	C A	3	0	1	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	11	25.0	27	4	
GLASGOW	BA CITYFLYER LTD	C D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	43	50.0	18	4	
GLASGOW	JET2.COM LTD	S A	12	0	0	0.0	8.3	33.3	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	22	61.5	12	13	
GLASGOW	JET2.COM LTD	S D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	3	13	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	11.8	41.2	23.5	11.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	16	66.7	17	18
	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	47.1	23.5	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	19	94.4	7	18
	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	92.3	27	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	76.9	5	12	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	2.0	56.0	20.0	8.0	6.0	6.0	0.0	0.0	2.0	0.0	0.0	18	71.7	14	46
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	0.0	66.0	26.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.3	6	46
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	30	0	0	3.3	30.0	33.3	16.7	13.3	0.0	3.3	0.0	0.0	0.0	0.0	17	60.0	29	30
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	30	0	0	3.3	16.7	63.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	17	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	64	0	2	3.0	30.3	30.3	12.1	13.6	1.5	6.1	0.0	0.0	0.0	3.0	20	68.3	15	63
	GATWICK	BRITISH AIRWAYS PLC	S	D	63	0	4	0.0	17.9	50.7	14.9	6.0	3.0	1.5	0.0	0.0	0.0	6.0	15	69.8	15	63
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	179	0	1	7.2	25.0	30.6	15.6	14.4	5.6	1.1	0.0	0.0	0.0	0.6	19	58.3	22	180
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	179	0	1	0.0	7.8	45.6	18.9	17.2	7.8	1.7	0.6	0.0	0.0	0.6	26	55.6	25	179
	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	61.9	17	21	
	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	76.2	9	21	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	30	0	0	0.0	0.0	40.0	20.0	36.7	3.3	0.0	0.0	0.0	0.0	0.0	27	63.3	25	29
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	30	0	0	0.0	0.0	16.7	23.3	50.0	10.0	0.0	0.0	0.0	0.0	0.0	35	23.3	46	29
	GATWICK	VUELING AIRLINES	S	A	184	0	5	2.6	20.6	28.6	16.9	15.3	8.5	2.1	2.1	0.5	0.0	2.6	29	69.9	13	146
	GATWICK	VUELING AIRLINES	S	D	185	0	3	0.0	4.3	30.9	21.8	20.7	13.3	2.7	4.3	0.5	0.0	1.6	43	54.8	21	146
	HEATHROW	AMERICAN AIRLINES	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	20	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	218	0	0	4.1	36.7	34.9	11.5	9.6	2.3	0.5	0.5	0.0	0.0	0.0	12	72.8	12	235
	HEATHROW	BRITISH AIRWAYS PLC	S	D	218	0	0	0.0	28.9	52.8	7.8	7.3	2.3	0.5	0.5	0.0	0.0	0.0	12	82.1	8	235
	HEATHROW	VUELING AIRLINES	S	A	17	0	0	0.0	0.0	11.8	23.5	41.2	17.6	5.9	0.0	0.0	0.0	0.0	44	0.0	0	0
	HEATHROW	VUELING AIRLINES	S	D	17	0	0	0.0	0.0	0.0	5.9	35.3	58.8	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	2.2	27.5	19.8	15.4	13.2	14.3	4.4	3.3	0.0	0.0	0.0	35	60.0	29	90
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	0.0	3.3	61.1	8.9	12.2	8.9	4.4	1.1	0.0	0.0	0.0	28	67.8	28	90

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	EXECUTIVE AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	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	0.0	40	1	
	LUTON	VUELING AIRLINES	S	A	29	0	0	3.4	31.0	24.1	13.8	20.7	3.4	3.4	0.0	0.0	0.0	0.0	22	78.3	7	60	
	LUTON	VUELING AIRLINES	S	D	29	0	0	0.0	3.4	17.2	20.7	31.0	24.1	3.4	0.0	0.0	0.0	0.0	46	61.7	15	60	
	STANSTED	RYANAIR	S	A	118	0	2	4.2	24.2	25.8	17.5	10.8	10.0	0.8	0.8	4.2	0.0	1.7	40	82.5	10	120	
	STANSTED	RYANAIR	S	D	118	0	2	0.0	0.0	15.8	22.5	22.5	30.0	6.7	0.8	0.0	0.0	1.7	53	56.7	23	120	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	0.0	19.0	33.3	19.0	19.0	9.5	0.0	0.0	0.0	0.0	0.0	23	44.4	35	18	
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	4.8	66.7	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	16	77.8	15	18	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	27	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	0.0	0	83.3	10	30	
	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	37.5	48	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	12.5	50	8	
	MANCHESTER	RYANAIR	S	A	60	0	0	0.0	10.0	28.3	18.3	18.3	21.7	0.0	3.3	0.0	0.0	0.0	42	41.7	36	60	
	MANCHESTER	RYANAIR	S	D	60	0	0	0.0	6.7	58.3	20.0	8.3	5.0	0.0	1.7	0.0	0.0	0.0	19	75.0	16	60	
	MANCHESTER	VUELING AIRLINES	S	A	34	0	1	0.0	2.9	28.6	14.3	14.3	25.7	5.7	2.9	2.9	0.0	2.9	60	55.2	17	29	
	MANCHESTER	VUELING AIRLINES	S	D	34	0	2	0.0	2.8	30.6	8.3	16.7	25.0	2.8	5.6	2.8	0.0	5.6	69	55.2	21	29	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	4.2	54.2	20.8	4.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	65.4	18	26	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	0.0	4.2	66.7	20.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	69.2	16	26	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	15	0	2	5.9	23.5	17.6	5.9	11.8	11.8	11.8	0.0	0.0	0.0	11.8	37	88.2	12	17	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	15	0	2	0.0	29.4	23.5	11.8	17.6	5.9	0.0	0.0	0.0	0.0	11.8	21	64.7	24	17	
<b>TOTAL BARCELONA</b>					<b>2877</b>	<b>0</b>	<b>37</b>	<b>1.8</b>	<b>18.4</b>	<b>35.1</b>	<b>15.7</b>	<b>14.8</b>	<b>9.3</b>	<b>2.2</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.3</b>	<b>27</b>	<b>64.6</b>	<b>19</b>	<b>3098</b>	
BARI (PALESE)																							
	BIRMINGHAM	TITAN AIRWAYS LTD	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	50	0.0	0	0	
	BIRMINGHAM	TITAN 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	38	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	40	100.0	4	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	5.0	30.0	25.0	30.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	18	81.3	6	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	30.0	65.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	16	

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

		Origin/Destinations: B																	JUN 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	
								4.3	34.8	21.7	21.7	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	4.3	34.8	21.7	21.7	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	34.8	34	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	34.8	47.8	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	8	78.3	21	23	
	LUTON	WIZZ AIR	S	A	17	0	0	0.0	0.0	23.5	23.5	47.1	5.9	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
	LUTON	WIZZ AIR	S	D	17	0	0	0.0	11.8	64.7	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	STANSTED	RYANAIR	S	A	29	0	0	0.0	0.0	3.4	17.2	24.1	41.4	10.3	3.4	0.0	0.0	0.0	70	63.3	23	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	10.0	16.7	46.7	16.7	10.0	0.0	0.0	0.0	0.0	51	70.0	19	30	
	STANSTED	TITAN 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	47	0.0	0	0	
	STANSTED	TITAN 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	37	0.0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	115	0.0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>15.9</b>	<b>30.9</b>	<b>16.4</b>	<b>20.3</b>	<b>11.1</b>	<b>3.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>72.1</b>	<b>18</b>	<b>154</b>	
BARRA																							
	GLASGOW	LOGANAIR LTD	S	A	65	0	6	0.0	38.0	36.6	9.9	1.4	4.2	1.4	0.0	0.0	0.0	8.5	13	76.9	18	65	
	GLASGOW	LOGANAIR LTD	S	D	65	0	4	0.0	33.3	52.2	1.4	1.4	4.3	1.4	0.0	0.0	0.0	5.8	12	83.1	13	65	
<b>TOTAL BARRA</b>					<b>130</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>35.7</b>	<b>44.3</b>	<b>5.7</b>	<b>1.4</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>12</b>	<b>80.0</b>	<b>15</b>	<b>130</b>	
BASTIA																							
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	75.0	33	4	
	BIRMINGHAM	FLYBE 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	75.0	27	4	
	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	75.0	11	4	
	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	75.0	22	4	
	GATWICK	EASYJET AIRLINE COMPANY 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	22	100.0	7	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	7	100.0	6	4	
	HEATHROW	BRITISH AIRWAYS PLC	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	30	75.0	8	4	
	HEATHROW	BRITISH AIRWAYS PLC	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	4	100.0	1	4	
	STANSTED	AIR CORSICA	S	A	13	0	0	0.0	38.5	15.4	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	AIR CORSICA	S	D	13	0	0	0.0	15.4	30.8	23.1	7.7	23.1	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	40	100.0	3	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	100.0	7	4	
	SOUTHAMPTON	FLYBE 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	15	100.0	1	4	
	SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4	
<b>TOTAL BASTIA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.2</b>	<b>32.4</b>	<b>25.0</b>	<b>19.1</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>24</b>	<b>89.6</b>	<b>11</b>	<b>48</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										JUN 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)
BEAUVAIS		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	17	1				
		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	61.5	16	13				
		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	53.8	22	13				
<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>55.6</b>	<b>19</b>	<b>27</b>				
BEIJING		EDINBURGH	HAINAN AIRLINES	S	A	11	0	0	54.5	0.0	0.0	18.2	18.2	0.0	9.1	0.0	0.0	0.0	24	0.0	0	0				
		EDINBURGH	HAINAN AIRLINES	S	D	11	0	0	0.0	27.3	36.4	0.0	18.2	9.1	9.1	0.0	0.0	0.0	29	0.0	0	0				
		HEATHROW	AIR CHINA	S	A	59	0	0	32.2	25.4	11.9	15.3	8.5	5.1	1.7	0.0	0.0	0.0	16	41.7	39	60				
		HEATHROW	AIR CHINA	S	D	59	0	0	0.0	57.6	28.8	8.5	1.7	3.4	0.0	0.0	0.0	0.0	6	78.3	12	60				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60.0	13.3	6.7	13.3	3.3	0.0	3.3	0.0	0.0	0.0	10	86.2	8	29				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	50.0	20.0	3.3	0.0	3.3	0.0	0.0	0.0	13	63.3	21	30				
		LUTON	TAG AVIATION ASIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
		STANSTED	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1				
		MANCHESTER	HAINAN AIRLINES	S	A	17	0	0	17.6	35.3	0.0	0.0	17.6	23.5	5.9	0.0	0.0	0.0	38	81.8	16	22				
		MANCHESTER	HAINAN AIRLINES	S	D	17	0	0	0.0	47.1	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	5	100.0	1	22				
<b>TOTAL BEIJING</b>						<b>234</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>32.9</b>	<b>21.8</b>	<b>12.0</b>	<b>6.8</b>	<b>4.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.2</b>	<b>19</b>	<b>225</b>				
BEIRUT		BIRMINGHAM	SMARTWINGS	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				
		LEEDS BRADFORD	SUNEXPRESS	C	A	0	0	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				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	60.7	21.4	7.1	3.6	3.6	0.0	0.0	0.0	0.0	3.6	4	93.3	3	30				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	0.0	42.9	21.4	17.9	10.7	7.1	0.0	0.0	0.0	35	53.3	16	30				
		HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	60	0	0	10.0	40.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	16	60				
		HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	60	0	0	0.0	20.0	51.7	11.7	13.3	3.3	0.0	0.0	0.0	0.0	15	73.3	13	60				
<b>TOTAL BEIRUT</b>						<b>176</b>	<b>0</b>	<b>1</b>	<b>13.0</b>	<b>24.3</b>	<b>39.5</b>	<b>10.7</b>	<b>7.9</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>72.5</b>	<b>13</b>	<b>182</b>			
BELFAST CITY (GEORGE BEST)		ABERDEEN	FLYBE LTD	S	A	30	0	0	3.3	50.0	30.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	7	86.7	7	30				
		ABERDEEN	FLYBE LTD	S	D	30	0	0	0.0	63.3	26.7	6.7	0.0	3.3	0.0	0.0	0.0	0.0	4	96.7	1	30				
		BIRMINGHAM	FLYBE LTD	S	A	187	0	5	6.3	46.9	23.4	8.3	6.3	3.6	2.6	0.0	0.0	2.6	13	74.1	16	187				
		BIRMINGHAM	FLYBE LTD	S	D	188	0	4	0.0	19.8	46.9	15.6	8.3	5.7	1.6	0.0	0.0	2.1	17	59.3	23	189				
		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	100.0	11	1				

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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 A	44	0	2	2.2	52.2	23.9	6.5	4.3	6.5	0.0	0.0	0.0	0.0	4.3	11	93.3	5	30			
CARDIFF WALES	FLYBE LTD	S D	44	0	2	0.0	28.3	52.2	2.2	4.3	8.7	0.0	0.0	0.0	0.0	4.3	12	100.0	0	30			
DONCASTER SHEFFIELD	FLYBE LTD	S A	11	0	0	0.0	36.4	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
DONCASTER SHEFFIELD	FLYBE LTD	S D	11	0	0	0.0	63.6	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	106	0	0	5.7	65.1	13.2	6.6	5.7	3.8	0.0	0.0	0.0	0.0	0.0	8	86.6	7	111			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	106	0	0	0.0	55.7	30.2	3.8	6.6	3.8	0.0	0.0	0.0	0.0	0.0	8	83.0	12	111			
EDINBURGH	FLYBE LTD	S A	109	0	1	6.4	45.5	28.2	4.5	9.1	5.5	0.0	0.0	0.0	0.0	0.9	11	74.6	14	134			
EDINBURGH	FLYBE LTD	S D	110	0	0	0.0	27.3	42.7	12.7	10.0	6.4	0.9	0.0	0.0	0.0	0.0	16	70.9	19	134			
EXETER	FLYBE LTD	S A	29	1	0	0.0	26.7	50.0	13.3	3.3	3.3	0.0	0.0	0.0	3.3	0.0	10	76.7	12	30			
EXETER	FLYBE LTD	S D	30	0	0	0.0	6.7	60.0	16.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	16	76.7	14	30			
GLASGOW	FLYBE LTD	S A	105	0	1	17.0	59.4	12.3	0.9	2.8	5.7	0.9	0.0	0.0	0.0	0.9	9	69.4	16	134			
GLASGOW	FLYBE LTD	S D	104	0	2	0.0	46.2	33.0	5.7	3.8	5.7	3.8	0.0	0.0	0.0	1.9	15	68.4	18	133			
ISLE OF MAN	EASTERN AIRWAYS	S A	10	0	1	0.0	45.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9.1	3	0.0	0	0			
ISLE OF MAN	EASTERN AIRWAYS	S D	11	0	0	0.0	27.3	63.6	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
LEEDS BRADFORD	FLYBE LTD	S A	115	0	3	1.7	58.5	21.2	5.1	5.9	2.5	2.5	0.0	0.0	0.0	2.5	11	91.5	6	117			
LEEDS BRADFORD	FLYBE LTD	S D	115	0	3	0.0	41.5	37.3	6.8	7.6	2.5	1.7	0.0	0.0	0.0	2.5	11	88.0	6	117			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S A	26	0	0	0.0	61.5	26.9	0.0	0.0	3.8	7.7	0.0	0.0	0.0	0.0	17	76.7	17	30			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S D	26	0	0	0.0	46.2	42.3	0.0	0.0	3.8	7.7	0.0	0.0	0.0	0.0	17	76.7	17	30			
HEATHROW	AER LINGUS	S A	90	0	0	43.3	43.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.0	8	88			
HEATHROW	AER LINGUS	S D	90	0	0	0.0	70.0	28.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.0	10	88			
HEATHROW	BRITISH AIRWAYS PLC	S A	127	0	0	34.6	37.8	16.5	5.5	3.1	0.0	1.6	0.8	0.0	0.0	0.0	8	89.2	7	158			
HEATHROW	BRITISH AIRWAYS PLC	S D	127	0	0	0.0	44.1	35.4	11.0	7.1	0.8	1.6	0.0	0.0	0.0	0.0	10	88.0	7	158			
LONDON CITY	FLYBE LTD	S A	145	0	2	3.4	44.9	29.3	12.9	5.4	2.7	0.0	0.0	0.0	0.0	1.4	9	93.0	5	100			
LONDON CITY	FLYBE LTD	S D	145	0	3	0.0	19.6	49.3	18.2	6.8	4.1	0.0	0.0	0.0	0.0	2.0	14	85.9	9	99			
MANCHESTER	FLYBE LTD	S A	196	0	0	1.0	48.5	33.7	8.2	5.1	3.1	0.5	0.0	0.0	0.0	0.0	9	83.8	12	198			
MANCHESTER	FLYBE LTD	S D	196	0	0	0.0	12.8	59.7	12.2	10.7	3.1	1.5	0.0	0.0	0.0	0.0	14	73.7	17	198			
NEWCASTLE	EASTERN AIRWAYS	S A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
NEWCASTLE	FLYBE LTD	S A	10	0	0	40.0	50.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
NEWCASTLE	FLYBE LTD	S D	12	0	0	0.0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
SOUTHAMPTON	FLYBE LTD	S A	89	0	1	0.0	45.6	32.2	10.0	4.4	5.6	1.1	0.0	0.0	0.0	1.1	13	84.7	5	85			

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	SOUTHAMPTON	FLYBE LTD	S	D	89	0	0	0.0	37.1	42.7	10.1	4.5	4.5	1.1	0.0	0.0	0.0	0.0	12	79.1	10	86
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2866</b>	<b>1</b>	<b>30</b>	<b>4.9</b>	<b>41.2</b>	<b>33.7</b>	<b>8.7</b>	<b>5.8</b>	<b>3.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>79.9</b>	<b>12</b>	<b>2866</b>
BELFAST INTERNATIONAL																						
	BELFAST CITY (GEORGE BEST)	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	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	15.3	51.4	16.7	6.9	4.2	5.6	0.0	0.0	0.0	0.0	0.0	9	85.5	9	55
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	0.0	37.5	27.8	22.2	6.9	5.6	0.0	0.0	0.0	0.0	0.0	14	74.5	16	55
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	1.4	23.6	26.4	15.3	26.4	6.9	0.0	0.0	0.0	0.0	0.0	22	66.2	27	74
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	0.0	15.3	30.6	20.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	58.1	29	74
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	2.0	25.5	38.2	14.7	9.8	4.9	2.9	2.0	0.0	0.0	0.0	22	66.3	15	83
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	0.0	22.5	38.2	16.7	10.8	7.8	2.9	1.0	0.0	0.0	0.0	23	69.9	14	83
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	3.5	60.5	25.6	3.5	2.3	1.2	2.3	1.2	0.0	0.0	0.0	11	78.9	10	57
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	0.0	60.5	26.7	5.8	2.3	1.2	2.3	1.2	0.0	0.0	0.0	12	80.7	9	57
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	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	36	0.0	0	0
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	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	23	75.0	8	8
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	18.2	27.3	0.0	36.4	9.1	9.1	0.0	0.0	0.0	0.0	37	62.5	13	8
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	134	0	2	1.5	61.8	23.5	1.5	5.1	1.5	2.9	0.7	0.0	0.0	1.5	11	88.1	9	126
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	134	0	2	0.7	61.0	21.3	5.9	4.4	2.2	1.5	1.5	0.0	0.0	1.5	12	89.7	8	125
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	176	0	0	6.3	31.3	27.8	11.4	16.5	2.8	2.8	0.6	0.6	0.0	0.0	22	59.1	26	174
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	174	0	0	0.0	21.3	44.3	12.6	17.2	2.9	1.7	0.0	0.0	0.0	0.0	18	59.3	24	174
	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	75.8	10	120
	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	67.5	16	120
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	101	0	0	1.0	37.6	23.8	10.9	13.9	10.9	2.0	0.0	0.0	0.0	0.0	23	68.9	17	103
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	0.0	27.7	38.6	10.9	8.9	10.9	3.0	0.0	0.0	0.0	0.0	21	64.1	17	103
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	0.0	31.3	33.9	13.0	13.0	6.1	1.7	0.9	0.0	0.0	0.0	20	61.9	22	112



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	0.0	26.3	36.8	14.9	13.2	7.0	0.9	0.9	0.0	0.0	0.0	20	61.9	19	112	
	STANSTED	RYANAIR	S	A	85	0	0	14.1	45.9	22.4	11.8	3.5	1.2	0.0	1.2	0.0	0.0	0.0	9	0.0	0	0	
	STANSTED	RYANAIR	S	D	85	0	0	0.0	5.9	27.1	32.9	23.5	10.6	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	64	0	1	12.3	41.5	18.5	7.7	9.2	9.2	0.0	0.0	0.0	0.0	1.5	14	72.6	20	73	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	64	0	1	0.0	23.1	41.5	10.8	10.8	12.3	0.0	0.0	0.0	0.0	1.5	19	58.9	24	73	
	MANCHESTER	RYANAIR	S	A	30	0	0	16.7	46.7	20.0	3.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	30	0	0	0.0	6.7	56.7	16.7	6.7	10.0	3.3	0.0	0.0	0.0	0.0	24	0.0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	80	0	1	0.0	49.4	32.1	9.9	4.9	1.2	1.2	0.0	0.0	0.0	1.2	9	71.3	18	80	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	80	0	1	0.0	28.4	55.6	7.4	6.2	1.2	0.0	0.0	0.0	0.0	1.2	9	73.8	15	80	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2259</b>	<b>0</b>	<b>8</b>	<b>2.6</b>	<b>35.6</b>	<b>31.4</b>	<b>11.6</b>	<b>10.9</b>	<b>5.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>69.7</b>	<b>18</b>	<b>2130</b>	
BELGRADE																							
	CARDIFF WALES	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	70	1	
	CARDIFF WALES	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	AIR SERBIA	S	A	39	0	0	5.1	35.9	38.5	7.7	12.8	0.0	0.0	0.0	0.0	0.0	0.0	10	78.9	8	38	
	HEATHROW	AIR SERBIA	S	D	39	0	0	0.0	2.6	25.6	23.1	41.0	7.7	0.0	0.0	0.0	0.0	0.0	28	60.5	18	38	
	LUTON	WIZZ AIR	S	A	13	0	0	23.1	30.8	23.1	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	76.9	12	13	
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	7.7	38.5	15.4	15.4	7.7	7.7	7.7	0.0	0.0	0.0	50	46.2	33	13	
<b>TOTAL BELGRADE</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.2</b>	<b>31.7</b>	<b>13.5</b>	<b>24.0</b>	<b>4.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>67.3</b>	<b>16</b>	<b>104</b>	
BENBECULA																							
	GLASGOW	LOGANAIR LTD	S	A	52	0	0	19.2	42.3	25.0	5.8	1.9	3.8	1.9	0.0	0.0	0.0	0.0	9	57.9	20	38	
	GLASGOW	LOGANAIR LTD	S	D	52	0	0	0.0	53.8	36.5	3.8	0.0	3.8	1.9	0.0	0.0	0.0	0.0	10	69.2	22	39	
<b>TOTAL BENBECULA</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>48.1</b>	<b>30.8</b>	<b>4.8</b>	<b>1.0</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>9</b>	<b>63.6</b>	<b>21</b>	<b>77</b>	
BERGAMO																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	1	8	
	BELFAST INTERNATIONAL	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	5	100.0	1	8	
	BIRMINGHAM	BLUE PANORAMA	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	BLUE PANORAMA	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0	
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	23.1	0.0	0.0	23.1	15.4	23.1	7.7	0.0	0.0	0.0	79	69.2	21	13	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	0.0	23.1	7.7	15.4	30.8	15.4	7.7	0.0	0.0	0.0	83	38.5	25	13	
	CARDIFF WALES	ALBA STAR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	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	100.0	12	1	
	CARDIFF WALES	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	75	1	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUN 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
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	38	69.2	11	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	15.4	46.2	7.7	0.0	0.0	0.0	0.0	0.0	34	69.2	12	13
	EDINBURGH	RYANAIR	S	A	22	0	0	0.0	13.6	36.4	13.6	27.3	9.1	0.0	0.0	0.0	0.0	27	57.1	18	21	
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	0.0	31.8	18.2	27.3	18.2	4.5	0.0	0.0	0.0	40	38.1	27	21	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	7	100.0	1	17	
	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	3	94.1	2	17	
	STANSTED	RYANAIR	S	A	119	0	1	10.0	44.2	20.0	12.5	9.2	2.5	0.0	0.0	0.8	0.0	14	88.3	12	120	
	STANSTED	RYANAIR	S	D	119	0	1	0.0	0.8	19.2	27.5	29.2	16.7	5.8	0.0	0.0	0.8	43	65.8	21	120	
	MANCHESTER	RYANAIR	S	A	42	0	0	2.4	11.9	23.8	14.3	28.6	14.3	2.4	2.4	0.0	0.0	38	76.3	16	38	
	MANCHESTER	RYANAIR	S	D	42	0	0	0.0	0.0	42.9	23.8	16.7	14.3	0.0	2.4	0.0	0.0	33	65.8	18	38	
<b>TOTAL BERGAMO</b>					<b>456</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>17.5</b>	<b>25.3</b>	<b>17.9</b>	<b>20.3</b>	<b>11.4</b>	<b>3.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>32</b>	<b>73.9</b>	<b>16</b>	<b>463</b>
BERGEN	ABERDEEN	LOGANAIR LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	ABERDEEN	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	100.0	0	1	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	45	0	1	0.0	45.7	43.5	4.3	2.2	2.2	0.0	0.0	0.0	2.2	6	76.2	12	42	
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	45	0	1	0.0	43.5	45.7	4.3	2.2	2.2	0.0	0.0	0.0	2.2	5	78.6	12	42	
	EDINBURGH	LOGANAIR LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	11.1	11.1	0.0	0.0	0.0	31	62.5	26	8	
	EDINBURGH	LOGANAIR LTD	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	26	62.5	12	8	
	GLASGOW	LOGANAIR LTD	S	A	9	0	0	0.0	22.2	22.2	0.0	11.1	33.3	11.1	0.0	0.0	0.0	55	50.0	17	6	
	GLASGOW	LOGANAIR LTD	S	D	9	0	0	0.0	22.2	44.4	0.0	0.0	22.2	11.1	0.0	0.0	0.0	45	50.0	23	6	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	55	0	0	7.3	41.8	36.4	7.3	7.3	0.0	0.0	0.0	0.0	0.0	7	75.0	11	56	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	55	0	0	0.0	20.0	50.9	21.8	7.3	0.0	0.0	0.0	0.0	0.0	11	62.5	15	56	
	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	63.3	20	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	30	
	MANCHESTER	LOGANAIR LTD	S	A	12	0	0	16.7	66.7	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	D	12	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	SAS	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	8	66.7	21	6	
	MANCHESTER	SAS	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	20	6	
<b>TOTAL BERGEN</b>					<b>270</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>35.2</b>	<b>42.5</b>	<b>9.2</b>	<b>4.8</b>	<b>4.0</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>71.0</b>	<b>14</b>	<b>297</b>

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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							
BERGERAC																							
	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	5.9	23.5	35.3	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	16	88.2	10	17	
	BIRMINGHAM	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	14	58.8	19	17	
	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	50.0	23	8		
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8		
	EDINBURGH	FLYBE LTD	S	A	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	39	75.0	12	4		
	EDINBURGH	FLYBE 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	37	25.0	22	4		
	EXETER	FLYBE LTD	S	A	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	43	100.0	2	4		
	EXETER	FLYBE 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	35	100.0	7	4		
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	4		
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	18	62.5	24	8		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	16	87.5	16	8		
	LONDON CITY	BA CITYFLYER LTD	S	A	14	0	1	13.3	26.7	33.3	6.7	0.0	6.7	6.7	0.0	0.0	0.0	6.7	20	86.7	6	15	
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	1	0.0	33.3	26.7	20.0	6.7	6.7	0.0	0.0	0.0	0.0	6.7	18	46.7	22	15	
	STANSTED	RYANAIR	S	A	30	0	0	3.3	10.0	30.0	30.0	16.7	6.7	3.3	0.0	0.0	0.0	25	73.3	14	30		
	STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	46.7	23.3	16.7	10.0	0.0	0.0	0.0	0.0	25	65.5	13	29		
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	30	0	0	0.0	56.7	23.3	3.3	10.0	0.0	6.7	0.0	0.0	0.0	16	79.4	16	34		
	SOUTHAMPTON	FLYBE LTD	S	D	30	0	0	0.0	40.0	40.0	3.3	10.0	3.3	3.3	0.0	0.0	0.0	14	82.4	16	34		
<b>TOTAL BERGERAC</b>					<b>256</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>24.8</b>	<b>38.0</b>	<b>13.6</b>	<b>10.5</b>	<b>7.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.9</b>	<b>14</b>	<b>263</b>	
BERLIN (SCHONEFELD)																							
	BELFAST INTERNATIONAL	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	3	84.6	6	13		
	BELFAST INTERNATIONAL	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	4	100.0	1	13		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	7.7	38.5	26.9	7.7	15.4	3.8	0.0	0.0	0.0	0.0	12	80.0	8	25		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	26.9	30.8	34.6	7.7	0.0	0.0	0.0	0.0	0.0	11	64.0	13	25		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	46.2	46.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	8	100.0	1	13		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	10	92.3	4	13		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.0	15	25	
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	48.0	20	25	
EDINBURGH	FAI FLIGHT-AMBULANCE SERVICE	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	91	0.0	0	0	
EDINBURGH	GERMANIA FLUGGESELLSCHAFT	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	0.0	8	0.0	0	0	
EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	28	0	0	17.9	42.9	21.4	3.6	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	15	86.7	6	30	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	28	0	0	0.0	42.9	35.7	3.6	7.1	7.1	0.0	0.0	3.6	0.0	0.0	0.0	26	76.7	12	30	
GLASGOW	RYANAIR	S A	25	0	0	12.0	16.0	44.0	8.0	4.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	32	68.0	14	25	
GLASGOW	RYANAIR	S D	26	0	0	0.0	7.7	38.5	26.9	7.7	3.8	3.8	7.7	3.8	0.0	0.0	0.0	58	60.0	23	25	
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9	
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	9	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	19	0	2	33.3	19.0	19.0	4.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	9.5	12	81.0	25	20	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	19	0	1	0.0	30.0	40.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	11	81.0	25	20	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	59	0	0	5.1	35.6	30.5	16.9	5.1	3.4	3.4	0.0	0.0	0.0	0.0	0.0	16	63.4	29	141	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	58	0	2	0.0	11.7	33.3	20.0	20.0	10.0	0.0	1.7	0.0	0.0	0.0	3.3	27	55.3	29	141	
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	0.0	0	100.0	0	1	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	52	0	1	3.8	47.2	15.1	11.3	11.3	7.5	0.0	1.9	0.0	0.0	0.0	1.9	22	70.4	23	54	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	53	0	0	0.0	20.8	47.2	9.4	11.3	9.4	0.0	1.9	0.0	0.0	0.0	0.0	24	74.1	20	54	
STANSTED	RYANAIR	S A	113	0	2	11.3	34.8	14.8	11.3	11.3	11.3	0.9	2.6	0.0	0.0	0.0	1.7	27	82.1	12	115	
STANSTED	RYANAIR	S D	113	0	2	0.0	3.5	33.9	9.6	24.3	20.9	6.1	0.0	0.0	0.0	0.0	1.7	42	57.8	23	115	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	54	0	1	20.0	40.0	20.0	9.1	5.5	1.8	0.0	1.8	0.0	0.0	0.0	1.8	11	82.1	15	55	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	54	0	1	0.0	25.5	47.3	5.5	14.5	3.6	1.8	0.0	0.0	0.0	0.0	1.8	16	80.4	20	55	
MANCHESTER	PEOPLE'S VIENNALINE	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	3	0.0	0	0	
MANCHESTER	PEOPLE'S VIENNALINE	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
MANCHESTER	RYANAIR	S A	30	0	0	16.7	53.3	20.0	3.3	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	10	60.0	24	30	
MANCHESTER	RYANAIR	S D	30	0	0	0.0	3.3	63.3	16.7	13.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	21	33.3	32	30	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													JUN 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	TRANSAVIA FRANCE	C	A	0	0	0	0.0	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	TRANSAVIA FRANCE	C	D	0	0	0	0.0	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	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	30.8	38.5	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	12	76.9	14	13		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	30.8	46.2	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	13	76.9	18	13		
<b>TOTAL BERLIN (SCHONEFELD)</b>				<b>908</b>	<b>0</b>	<b>12</b>	<b>6.3</b>	<b>27.0</b>	<b>32.1</b>	<b>11.0</b>	<b>11.5</b>	<b>7.7</b>	<b>1.5</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>69.6</b>	<b>20</b>	<b>1139</b>		
BERLIN (TEGEL)																							
BIRMINGHAM	FLYBE LTD	S	A	30	0	0	0.0	10.0	10.0	26.7	40.0	3.3	10.0	0.0	0.0	0.0	0.0	42	71.2	18	52		
BIRMINGHAM	FLYBE LTD	S	D	30	0	0	0.0	3.3	16.7	30.0	30.0	16.7	0.0	3.3	0.0	0.0	0.0	42	78.8	13	52		
CARDIFF WALES	FLYBE LTD	S	A	8	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	76.9	22	13		
CARDIFF WALES	FLYBE LTD	S	D	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	84.6	9	13		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	81.3	20	16		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	82.4	19	17		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	13.3	36.7	16.7	20.0	10.0	3.3	0.0	0.0	0.0	0.0	28	0.0	0	0		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	6.7	43.3	26.7	10.0	10.0	3.3	0.0	0.0	0.0	0.0	26	0.0	0	0		
JERSEY	EUROWINGS LUFTVERKEHRS	S	A	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
JERSEY	EUROWINGS LUFTVERKEHRS	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	27	0.0	0	0		
LEEDS BRADFORD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	1	11.3	26.3	21.3	13.8	15.0	8.8	1.3	1.3	0.0	0.0	1.3	23	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	1	0.0	20.0	51.3	12.5	10.0	5.0	0.0	0.0	0.0	0.0	1.3	14	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	0	8.7	46.4	31.1	6.6	5.1	1.5	0.5	0.0	0.0	0.0	0.0	7	72.9	18	192		
HEATHROW	BRITISH AIRWAYS PLC	S	D	196	0	0	0.0	35.2	50.5	10.7	2.0	1.5	0.0	0.0	0.0	0.0	0.0	7	77.6	11	192		
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	69	0	3	11.1	34.7	20.8	16.7	4.2	8.3	0.0	0.0	0.0	0.0	4.2	15	0.0	0	0		
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	69	0	3	0.0	16.7	40.3	18.1	11.1	8.3	1.4	0.0	0.0	0.0	4.2	21	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	70.6	17	85		
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	70.6	22	85		

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

		Origin/Destinations: B																	JUN 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
								3.0	40.3	40.3	9.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LONDON CITY	BA CITYFLYER LTD	S	A	66	0	1	3.0	40.3	40.3	9.0	6.0	0.0	0.0	0.0	0.0	0.0	1.5	6	55.9	28	68
	LONDON CITY	BA CITYFLYER LTD	S	D	66	0	1	0.0	29.9	47.8	11.9	4.5	4.5	0.0	0.0	0.0	0.0	1.5	12	39.1	34	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	89	0.0	0	0
	STANSTED	BA CITYFLYER LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	37	0.0	49	5
	STANSTED	BA CITYFLYER 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	9	100.0	3	4
<b>TOTAL BERLIN (TEGEL)</b>					<b>984</b>	<b>0</b>	<b>10</b>	<b>3.9</b>	<b>30.2</b>	<b>36.7</b>	<b>13.2</b>	<b>8.7</b>	<b>5.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>69.9</b>	<b>19</b>	<b>866</b>
BERMUDA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	16.7	36.7	30.0	3.3	3.3	6.7	0.0	3.3	0.0	0.0	0.0	17	87.1	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	36.7	36.7	10.0	6.7	6.7	0.0	3.3	0.0	0.0	0.0	19	86.7	9	30
<b>TOTAL BERMUDA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.7</b>	<b>33.3</b>	<b>6.7</b>	<b>5.0</b>	<b>6.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.9</b>	<b>8</b>	<b>61</b>
BERNE																						
	EAST MIDLANDS INTERNATIONAL	SUN AIR OF SCANDINAVIA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	JERSEY	SKY WORK AG	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	100.0	4	4
	JERSEY	SKY WORK AG	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	10	0.0	0	0
	LONDON CITY	SKY WORK AG	S	A	17	0	0	11.8	41.2	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	18
	LONDON CITY	SKY WORK AG	S	D	17	0	0	0.0	23.5	52.9	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	8	18
<b>TOTAL BERNE</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>33.3</b>	<b>44.4</b>	<b>17.8</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>85.0</b>	<b>6</b>	<b>40</b>
BEZIERS																						
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	46.2	20	13
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	30.8	61.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	30.8	25	13
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	29	50.0	15	8
	EDINBURGH	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	9	75.0	12	8
	LUTON	RYANAIR	S	A	13	0	0	23.1	46.2	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	12	92.3	16	13
	LUTON	RYANAIR	S	D	13	0	0	0.0	15.4	69.2	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	100.0	2	13
	STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	38.5	15.4	7.7	30.8	7.7	0.0	0.0	0.0	0.0	45	0.0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	0.0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	MANCHESTER	RYANAIR	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	49	50.0	25	12
	MANCHESTER	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	0.0	27	58.3	25	12
<b>TOTAL BEZIERS</b>					<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>18.8</b>	<b>44.6</b>	<b>13.4</b>	<b>7.1</b>	<b>9.8</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>63.0</b>	<b>18</b>	<b>92</b>
BIARRITZ																						
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	0.0	7.7	38.5	23.1	7.7	15.4	7.7	0.0	0.0	0.0	0.0	34	92.3	10	13
	BIRMINGHAM	FLYBE LTD	S	D	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	27	76.9	20	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	38.5	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	10	12

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

		Origin/Destinations: B																	JUN 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	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	61.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	12	12
	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	4
	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	7	4
	LUTON	EASYJET AIRLINE COMPANY 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	73	0.0	185	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	73	0.0	96	1
	STANSTED	RYANAIR	S	A	34	0	4	5.3	31.6	18.4	7.9	15.8	7.9	2.6	0.0	0.0	0.0	10.5	23	76.7	10	30
	STANSTED	RYANAIR	S	D	34	0	4	0.0	2.6	47.4	10.5	21.1	7.9	0.0	0.0	0.0	0.0	10.5	26	93.3	8	30
	SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25	88.9	5	9
	SOUTHAMPTON	FLYBE LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	88.9	6	9
<b>TOTAL BIARRITZ</b>					<b>135</b>	<b>0</b>	<b>8</b>	<b>2.8</b>	<b>15.4</b>	<b>36.4</b>	<b>11.2</b>	<b>16.8</b>	<b>10.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>25</b>	<b>82.6</b>	<b>12</b>	<b>138</b>
<b>BILBAO</b>																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	16.7	41.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	17	44.4	35	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	25.0	41.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	66.7	30	9
	EDINBURGH	EASYJET AIRLINE COMPANY 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	14	50.0	47	8
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	44.4	28	9
	GATWICK	VUELING AIRLINES	S	A	28	0	1	10.3	31.0	34.5	6.9	6.9	6.9	0.0	0.0	0.0	0.0	3.4	13	73.3	13	30
	GATWICK	VUELING AIRLINES	S	D	28	0	1	0.0	20.7	55.2	10.3	3.4	6.9	0.0	0.0	0.0	0.0	3.4	13	73.3	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	23.7	45.8	18.6	6.8	1.7	3.4	0.0	0.0	0.0	0.0	0.0	6	85.0	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	0.0	37.3	52.5	5.1	3.4	1.7	0.0	0.0	0.0	0.0	0.0	7	90.0	7	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	0.0	10.4	37.5	22.9	18.8	8.3	2.1	0.0	0.0	0.0	0.0	25	59.2	20	47
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	0.0	16.7	47.9	18.8	8.3	6.3	2.1	0.0	0.0	0.0	0.0	19	65.3	17	47
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	0.0	20.0	16.0	36.0	12.0	16.0	0.0	0.0	0.0	0.0	0.0	30	40.9	36	22
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	8.0	36.0	36.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	25	54.5	27	22
<b>TOTAL BILBAO</b>					<b>360</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>25.7</b>	<b>37.6</b>	<b>16.3</b>	<b>8.0</b>	<b>6.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>69.7</b>	<b>17</b>	<b>353</b>
<b>BILLUND</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	0.0	24	1
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	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	83	0.0	0	0

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	46	0	0	28.3	39.1	26.1	4.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	19	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	0.0	52.2	32.6	13.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	6	83.3	13	48	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	45	0	0	6.7	55.6	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	89.1	10	46	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	45	0	0	2.2	51.1	33.3	11.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	5	71.7	17	46	
	STANSTED	RYANAIR	S	A	56	0	1	0.0	17.5	17.5	5.3	17.5	31.6	7.0	1.8	0.0	0.0	1.8	52	69.6	15	56	
	STANSTED	RYANAIR	S	D	55	0	1	0.0	3.6	37.5	1.8	12.5	33.9	7.1	1.8	0.0	0.0	1.8	53	51.8	21	56	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	48	0	0	6.3	62.5	25.0	4.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	4	93.5	4	46	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	48	0	0	2.1	45.8	41.7	6.3	2.1	2.1	0.0	0.0	0.0	0.0	0.0	5	91.3	5	46	
<b>TOTAL BILLUND</b>					<b>391</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>39.4</b>	<b>31.0</b>	<b>5.6</b>	<b>5.1</b>	<b>10.4</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>76.1</b>	<b>13</b>	<b>393</b>	
<b>BIRMINGHAM</b>																							
	ABERDEEN	FLYBE LTD	S	A	74	0	2	3.9	51.3	30.3	7.9	2.6	1.3	0.0	0.0	0.0	0.0	2.6	6	83.3	9	108	
	ABERDEEN	FLYBE LTD	S	D	73	0	3	0.0	52.6	35.5	3.9	2.6	1.3	0.0	0.0	0.0	0.0	3.9	3	89.8	6	108	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	188	0	4	3.1	36.5	33.3	9.9	9.9	3.6	1.6	0.0	0.0	0.0	2.1	14	62.2	20	186	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	187	0	5	0.0	37.0	38.5	8.3	6.3	4.2	2.6	0.5	0.0	0.0	2.6	14	71.8	17	186	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	1.4	33.3	33.3	18.1	8.3	5.6	0.0	0.0	0.0	0.0	0.0	15	80.0	15	55	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	0.0	29.2	47.2	9.7	5.6	8.3	0.0	0.0	0.0	0.0	0.0	13	76.4	13	55	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	2	
	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	50.0	19	2	
	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	66.7	16	3	
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	80	1	
	CARDIFF WALES	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	DONCASTER SHEFFIELD	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	118	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	114	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS 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	49	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	181	0	1	2.7	33.0	30.2	12.1	9.3	7.7	3.8	0.5	0.0	0.0	0.5	23	71.0	15	183	
	EDINBURGH	FLYBE LTD	S	D	182	0	1	0.0	26.8	44.8	9.3	6.6	7.7	3.8	0.5	0.0	0.0	0.5	21	72.0	14	183	
	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	9	0.0	0	0	
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	FLYBE LTD	S	A	175	0	3	1.7	32.0	26.4	10.7	11.2	10.1	4.5	1.7	0.0	0.0	1.7	28	71.0	15	176	
	GLASGOW	FLYBE LTD	S	D	174	0	4	0.0	26.4	39.9	9.0	10.1	6.7	5.1	0.6	0.0	0.0	2.2	23	82.1	12	173	



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
	ISLE OF MAN	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	8	0.0	0	0	
	ISLE OF MAN	FLYBE LTD	S	A	34	0	0	0.0	5.9	58.8	14.7	14.7	2.9	0.0	0.0	2.9	0.0	0.0	26	0.0	0	0	
	ISLE OF MAN	FLYBE LTD	S	D	34	0	0	0.0	32.4	50.0	8.8	2.9	0.0	2.9	2.9	0.0	0.0	0.0	20	0.0	0	0	
	JERSEY	FLYBE LTD	S	A	54	0	2	0.0	19.6	39.3	16.1	7.1	10.7	3.6	0.0	0.0	0.0	3.6	25	42.7	27	82	
	JERSEY	FLYBE LTD	S	D	84	0	2	1.2	19.8	39.5	16.3	9.3	8.1	2.3	1.2	0.0	0.0	2.3	24	37.0	36	81	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	BLUE AIR TRANSPORT AERIAN	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		
	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	71	0.0	0	0	
	MANCHESTER	AERONEXUS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	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	100.0	0	1		
<b>TOTAL BIRMINGHAM</b>					<b>1600</b>	<b>0</b>	<b>27</b>	<b>1.2</b>	<b>32.1</b>	<b>36.6</b>	<b>10.6</b>	<b>8.1</b>	<b>6.5</b>	<b>2.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>70.7</b>	<b>16</b>	<b>1588</b>	
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS 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	16	75.0	35	4	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	18	4	
	GATWICK	TUI AIRWAYS LTD	S	A	14	0	0	0.0	14.3	35.7	14.3	21.4	0.0	7.1	7.1	0.0	0.0	0.0	36	53.8	18	13	
	GATWICK	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	53.8	17	13	
	MANCHESTER	TUI AIRWAYS LTD	S	A	12	0	0	16.7	33.3	25.0	16.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	21	69.2	13	13	
	MANCHESTER	TUI AIRWAYS LTD	S	D	12	0	0	0.0	0.0	66.7	8.3	16.7	0.0	0.0	8.3	0.0	0.0	0.0	28	61.5	19	13	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>11.7</b>	<b>43.3</b>	<b>16.7</b>	<b>11.7</b>	<b>5.0</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.7</b>	<b>18</b>	<b>60</b>	
BODRUM (MILAS)																							
	BIRMINGHAM	FREEBIRD AIRLINES	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	0	0	
	BIRMINGHAM	FREEBIRD AIRLINES	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	13	0.0	0	0	
	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	1	0.0	0	0	
	BIRMINGHAM	JET2.COM 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	22	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	48	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES 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	58	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	27	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	0.0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	45	61.5	17	13	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	8.3	25.0	16.7	41.7	8.3	0.0	0.0	0.0	0.0	0.0	31	76.9	20	13
	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	60.0	39	5	
	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	20.0	45	5	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	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	51	30.0	31	8	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	41	22.2	35	8	
	GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LEEDS BRADFORD	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	6	80.0	9	5	
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	60.0	26	5	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	21	25.0	22	4	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY 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	22	100.0	0	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	7.7	26.9	15.4	30.8	11.5	3.8	3.8	0.0	0.0	43	30.8	25	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	3.8	61.5	26.9	0.0	3.8	0.0	3.8	0.0	0.0	21	84.0	11	25	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	0.0	0.0	33.3	22.2	11.1	0.0	11.1	0.0	189	62.5	16	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	11.1	11.1	22.2	11.1	33.3	0.0	11.1	0.0	117	44.4	26	9	
	GATWICK	THY TURKISH AIRLINES	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	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	1	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	55.6	24	9	
	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	16	66.7	33	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	14	50.0	19	8	
	LUTON	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	5	75.0	12	8	
	LUTON	SUNEXPRESS	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LUTON	SUNEXPRESS	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	23	0.0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	0.0	12.5	12.5	50.0	12.5	0.0	12.5	0.0	0.0	59	62.5	33	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	33.3	0.0	33.3	22.2	0.0	11.1	0.0	0.0	53	75.0	21	8	
	STANSTED	JET2.COM LTD	S	A	13	0	0	15.4	23.1	7.7	23.1	7.7	23.1	0.0	0.0	0.0	0.0	25	0.0	0	0	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	12	0	0	0.0	0.0	58.3	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	PEGASUS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
	STANSTED	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	100.0	2	4		
	MANCHESTER	FREEBIRD AIRLINES	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	54	5		
	MANCHESTER	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	18	40.0	73	5		
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	33	9		
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	19	33.3	33	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	30.8	15.4	23.1	7.7	7.7	0.0	0.0	0.0	32	44.4	21	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	38.5	15.4	30.8	7.7	7.7	0.0	0.0	0.0	37	40.0	23	9		
	MANCHESTER	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	14	50.0	9	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	8	100.0	6	4		
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	40.0	0.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
	NEWCASTLE	THOMAS COOK AIRLINES 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	7	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	25	0.0	0	0		
<b>TOTAL BODRUM (MILAS)</b>					<b>339</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>10.9</b>	<b>36.0</b>	<b>17.1</b>	<b>18.6</b>	<b>8.0</b>	<b>2.4</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>56.5</b>	<b>23</b>	<b>256</b>	
BOGOTA																							
	HEATHROW	AVIANCA COLOMBIA	S	A	30	0	0	10.0	20.0	23.3	13.3	10.0	13.3	6.7	3.3	0.0	0.0	35	80.0	14	30		
	HEATHROW	AVIANCA COLOMBIA	S	D	30	0	0	0.0	50.0	43.3	3.3	0.0	0.0	0.0	0.0	3.3	0.0	34	96.7	1	30		
<b>TOTAL BOGOTA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>33.3</b>	<b>8.3</b>	<b>5.0</b>	<b>6.7</b>	<b>3.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>88.3</b>	<b>8</b>	<b>60</b>	
BOLOGNA																							
	BRISTOL	RYANAIR	S	A	7	0	1	0.0	0.0	25.0	25.0	12.5	12.5	0.0	12.5	0.0	0.0	72	12.5	31	8		
	BRISTOL	RYANAIR	S	D	7	0	1	0.0	37.5	25.0	0.0	0.0	12.5	12.5	0.0	0.0	12.5	38	25.0	21	8		
	CARDIFF WALES	ALITALIA (CAI)	C	A	0	0	0	0.0	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	ALITALIA (CAI)	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1		
	EDINBURGH	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	14	66.7	19	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	11	88.9	8	9		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	3.3	26.7	30.0	26.7	10.0	3.3	0.0	0.0	0.0	29	36.7	32	29		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	13.3	73.3	6.7	3.3	0.0	3.3	0.0	0.0	0.0	12	89.7	13	29		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	7.8	45.6	18.9	13.3	6.7	3.3	2.2	1.1	1.1	0.0	29	80.0	11	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	0.0	25.8	47.2	13.5	6.7	5.6	1.1	0.0	0.0	0.0	14	75.6	13	90		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	CITY JET	S	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	96	0.0	0	0
	LONDON CITY	CITY JET	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	55	0.0	0	0
	LUTON	ITALI AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	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	
	STANSTED	RYANAIR	S	A	55	0	0	3.6	20.0	25.5	27.3	9.1	10.9	1.8	0.0	1.8	0.0	0.0	34	78.6	22	56	
	STANSTED	RYANAIR	S	D	55	0	0	0.0	0.0	7.3	20.0	36.4	29.1	5.5	1.8	0.0	0.0	0.0	59	66.1	21	56	
	MANCHESTER	RYANAIR	S	A	21	0	1	0.0	0.0	13.6	13.6	31.8	31.8	4.5	0.0	0.0	0.0	4.5	54	15.4	52	13	
	MANCHESTER	RYANAIR	S	D	21	0	1	0.0	4.5	59.1	13.6	13.6	4.5	0.0	0.0	0.0	0.0	4.5	18	53.8	25	13	
<b>TOTAL BOLOGNA</b>					<b>425</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>20.5</b>	<b>31.7</b>	<b>16.8</b>	<b>14.0</b>	<b>10.3</b>	<b>2.6</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>30</b>	<b>69.2</b>	<b>18</b>	<b>414</b>	
<b>BORDEAUX</b>																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	60.0	22	5	
	BELFAST INTERNATIONAL	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	11	40.0	15	5	
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	59.1	18.2	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	73.3	19	30	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	0.0	13.6	54.5	13.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	15	30	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	4.8	4.8	19.0	9.5	42.9	19.0	0.0	0.0	0.0	0.0	0.0	41	65.0	28	20	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	9.5	19.0	14.3	38.1	14.3	4.8	0.0	0.0	0.0	0.0	39	70.0	29	20	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	7.7	15.4	15.4	38.5	15.4	7.7	0.0	0.0	0.0	0.0	43	61.5	23	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	15.4	23.1	23.1	15.4	23.1	0.0	0.0	0.0	0.0	0.0	33	61.5	22	13	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4	
	GLASGOW	EASYJET AIRLINE COMPANY 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	27	100.0	8	4	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	7.1	50.0	21.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	7.1	7	90.9	8	11	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	15.4	53.8	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	18	72.7	11	11	
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	29.8	36.2	19.1	2.1	6.4	6.4	0.0	0.0	0.0	0.0	0.0	8	81.3	9	48	
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	0.0	44.7	36.2	2.1	10.6	6.4	0.0	0.0	0.0	0.0	0.0	11	83.3	11	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	70	0	1	18.3	45.1	7.0	9.9	11.3	5.6	1.4	0.0	0.0	0.0	1.4	15	39.2	34	73	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	70	0	1	0.0	11.3	45.1	15.5	15.5	9.9	1.4	0.0	0.0	0.0	1.4	21	45.9	33	73	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	0.0	6.5	38.7	22.6	12.9	19.4	0.0	0.0	0.0	0.0	0.0	29	64.5	42	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	0.0	54.8	16.1	25.8	3.2	0.0	0.0	0.0	0.0	0.0	20	77.4	14	31	
	STANSTED	RYANAIR	S	A	26	0	0	0.0	3.8	19.2	19.2	46.2	11.5	0.0	0.0	0.0	0.0	0.0	33	53.8	19	13	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	0.0	19.2	30.8	46.2	3.8	0.0	0.0	0.0	0.0	0.0	30	84.6	13	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BORDEAUX		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	100.0	15	1											
		SOUTHAMPTON	FLYBE LTD	S	A	17	0	0	5.9	35.3	52.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	90.5	9	21											
		SOUTHAMPTON	FLYBE LTD	S	D	17	0	0	0.0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	13	21											
<b>TOTAL BORDEAUX</b>						<b>544</b>	<b>0</b>	<b>3</b>	<b>7.9</b>	<b>22.5</b>	<b>30.9</b>	<b>11.0</b>	<b>18.6</b>	<b>7.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.1</b>	<b>22</b>	<b>539</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	47.4	23	18												
		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	52.9	15	17												
		GATWICK	NORWEGIAN AIR UK LTD	S	A	28	0	2	6.7	10.0	33.3	30.0	10.0	0.0	3.3	0.0	0.0	6.7	21	0.0	0	0												
		GATWICK	NORWEGIAN AIR UK LTD	S	D	28	0	1	0.0	17.2	48.3	6.9	6.9	13.8	0.0	3.4	0.0	0.0	3.4	26	0.0	0	0											
		HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	1	23.3	38.3	24.2	7.5	4.2	0.8	0.8	0.0	0.0	0.0	0.8	7	87.0	6	108											
		HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	1	0.0	25.0	60.0	6.7	2.5	4.2	0.8	0.0	0.0	0.0	0.8	10	86.1	7	108											
		HEATHROW	DELTA AIRLINES	S	A	30	0	0	20.0	30.0	10.0	16.7	6.7	3.3	10.0	3.3	0.0	0.0	0.0	32	90.0	3	30											
		HEATHROW	DELTA AIRLINES	S	D	30	0	0	0.0	56.7	23.3	0.0	3.3	13.3	0.0	0.0	3.3	0.0	0.0	60	93.3	3	30											
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	23.3	23.3	40.0	3.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	9	56.0	30	25											
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	16.7	56.7	6.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	16	76.0	17	25											
		STANSTED	PRIMERA AIR SCANDINAVIA	S	A	17	0	0	11.8	29.4	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0											
		STANSTED	PRIMERA AIR SCANDINAVIA	S	D	17	0	0	0.0	35.3	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0											
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	15.4	30.8	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	20.0	152	15											
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	69.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	70.6	45	17											
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	12	9												
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	21	8											
<b>TOTAL BOSTON</b>						<b>491</b>	<b>0</b>	<b>5</b>	<b>10.5</b>	<b>29.0</b>	<b>40.5</b>	<b>8.3</b>	<b>5.4</b>	<b>3.2</b>	<b>1.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>78.3</b>	<b>16</b>	<b>410</b>											
BOURNEMOUTH		BIRMINGHAM	RYANAIR	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												
<b>TOTAL BOURNEMOUTH</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>												
BRATISLAVA		BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	30.8	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	76.9	13	13												
		BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	15.4	30.8	53.8	0.0	0.0	0.0	0.0	0.0	0.0	31	7.7	35	13											
		EDINBURGH	RYANAIR	S	A	8	0	0	12.5	12.5	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	77.8	14	9											
		EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	55.6	26	9											

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	9
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	9
	LUTON	WIZZ AIR	S	A	29	0	2	9.7	12.9	19.4	3.2	16.1	22.6	9.7	0.0	0.0	0.0	6.5	41	0.0	0	0
	LUTON	WIZZ AIR	S	D	29	0	1	0.0	16.7	30.0	3.3	23.3	16.7	6.7	0.0	0.0	0.0	3.3	37	0.0	0	0
	STANSTED	RYANAIR	S	A	50	0	1	5.9	43.1	17.6	11.8	5.9	9.8	3.9	0.0	0.0	0.0	2.0	20	88.4	7	43
	STANSTED	RYANAIR	S	D	51	0	0	0.0	0.0	37.3	17.6	19.6	21.6	2.0	2.0	0.0	0.0	0.0	42	81.4	15	43
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	53.8	23.1	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	92.3	6	13
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	30.8	23.1	15.4	15.4	7.7	0.0	0.0	0.0	0.0	40	38.5	24	13
<b>TOTAL BRATISLAVA</b>					<b>245</b>	<b>0</b>	<b>4</b>	<b>3.2</b>	<b>19.3</b>	<b>30.1</b>	<b>13.3</b>	<b>15.7</b>	<b>12.9</b>	<b>3.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>29</b>	<b>74.7</b>	<b>14</b>	<b>174</b>
BRAUNSCHWEIG																						
	STANSTED	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	9	1
	STANSTED	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	122	1
	MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL BRAUNSCHWEIG</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>4</b>
BREMEN																						
	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	50.0	37	2
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	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	61.5	10	13
	STANSTED	RYANAIR	S	A	50	0	1	0.0	33.3	23.5	15.7	11.8	9.8	0.0	3.9	0.0	0.0	2.0	30	86.7	29	30
	STANSTED	RYANAIR	S	D	50	0	1	0.0	3.9	47.1	23.5	11.8	11.8	0.0	0.0	0.0	0.0	2.0	24	80.0	6	30
	SOUTHAMPTON	VOLOTEA	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL BREMEN</b>					<b>101</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.4</b>	<b>35.0</b>	<b>20.4</b>	<b>11.7</b>	<b>10.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>27</b>	<b>80.7</b>	<b>14</b>	<b>88</b>
BREST																						
	BIRMINGHAM	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	0.0	0	0
	BIRMINGHAM	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	69	0.0	0	0
	SOUTHAMPTON	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	68	100.0	7	4
	SOUTHAMPTON	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	48	75.0	17	4
<b>TOTAL BREST</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>52</b>	<b>87.5</b>	<b>12</b>	<b>8</b>
BRIDGETOWN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	0.0	66.7	26.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	11	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	40.0	43.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	78.6	14	28
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	16.7	33.3	16.7	10.0	13.3	6.7	0.0	3.3	0.0	0.0	0.0	20	90.3	6	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	23.3	33.3	3.3	6.7	23.3	3.3	6.7	0.0	0.0	0.0	47	87.1	5	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	44.4	11.1	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	20	100.0	0	9

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

		Origin/Destinations: B																		JUN 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	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	75.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	16	88.9	3	9	
<b>TOTAL BRIDGETOWN</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>40.9</b>	<b>28.5</b>	<b>5.8</b>	<b>5.8</b>	<b>8.8</b>	<b>1.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>86.8</b>	<b>8</b>	<b>134</b>	
BRINDISI																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	11.1	55.6	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	30	50.0	24	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	30	75.0	15	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	17	8	
	STANSTED	RYANAIR	S	A	21	0	0	0.0	23.8	52.4	9.5	0.0	9.5	4.8	0.0	0.0	0.0	0.0	22	81.0	5	21	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	4.8	71.4	14.3	0.0	9.5	0.0	0.0	0.0	0.0	0.0	18	95.2	6	21	
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	42	55.6	42	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	27	66.7	41	9	
<b>TOTAL BRINDISI</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>45.8</b>	<b>13.5</b>	<b>19.8</b>	<b>6.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.1</b>	<b>16</b>	<b>92</b>	
BRISTOL																							
	ABERDEEN	BMI REGIONAL	S	A	21	0	0	9.5	52.4	23.8	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	46.4	33	28	
	ABERDEEN	BMI REGIONAL	S	D	21	0	0	0.0	38.1	38.1	14.3	4.8	0.0	4.8	0.0	0.0	0.0	0.0	15	55.6	30	27	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	1.4	18.8	24.6	23.2	21.7	10.1	0.0	0.0	0.0	0.0	0.0	24	64.9	23	74	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	0.0	5.6	37.5	19.4	23.6	13.9	0.0	0.0	0.0	0.0	0.0	29	58.1	29	74	
	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	100.0	5	2	
	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	34	1	
	CARDIFF WALES	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	102	0	4	6.6	28.3	30.2	6.6	14.2	7.5	0.9	1.9	0.0	0.0	3.8	23	80.6	15	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	102	0	4	0.0	16.0	27.4	21.7	14.2	14.2	0.9	1.9	0.0	0.0	3.8	33	67.6	21	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	82	0	2	2.4	35.7	20.2	8.3	17.9	11.9	0.0	1.2	0.0	0.0	2.4	25	68.6	23	86	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	82	0	2	0.0	15.5	35.7	10.7	20.2	13.1	1.2	1.2	0.0	0.0	2.4	29	60.5	23	86	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	35.3	35.3	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	23.5	47.1	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	35	0	0	8.6	40.0	34.3	5.7	5.7	5.7	0.0	0.0	0.0	0.0	0.0	11	88.6	7	35	
	JERSEY	BLUE ISLANDS LIMITED	S	D	36	0	0	0.0	44.4	41.7	5.6	5.6	2.8	0.0	0.0	0.0	0.0	0.0	8	91.4	6	35	
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	

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

		Origin/Destinations: B																	JUN 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	100.0	0.0	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	1	0	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
	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	38	100.0	13	1
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1
	MANCHESTER	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
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	58	0	2	1.7	26.7	33.3	10.0	16.7	5.0	1.7	1.7	0.0	0.0	3.3	22	75.0	11	48
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	0.0	15.3	39.0	11.9	22.0	8.5	1.7	1.7	0.0	0.0	0.0	28	58.3	18	48
<b>TOTAL BRISTOL</b>					<b>777</b>	<b>0</b>	<b>15</b>	<b>2.0</b>	<b>24.2</b>	<b>31.6</b>	<b>13.1</b>	<b>16.3</b>	<b>9.1</b>	<b>0.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>68.2</b>	<b>20</b>	<b>763</b>
BRIVE-LA-GAILLARDE																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	87.5	5	8
	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	0.0	10	87.5	4	8
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
BRIZE NORTON																						
	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	0.0	42	1
<b>TOTAL BRIZE NORTON</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>1</b>
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	66.7	14	12
	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	61.5	20	13
	STANSTED	RYANAIR	S	A	30	0	0	0.0	10.0	16.7	20.0	33.3	16.7	3.3	0.0	0.0	0.0	0.0	41	63.3	22	30
	STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	30.0	26.7	33.3	3.3	3.3	0.0	0.0	0.0	0.0	30	73.3	16	30
<b>TOTAL BRNO (TURANY)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>23.3</b>	<b>23.3</b>	<b>33.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>67.1</b>	<b>18</b>	<b>85</b>
BRUSSELS																						
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	44	0	11	0.0	12.7	30.9	7.3	9.1	10.9	9.1	0.0	0.0	0.0	20.0	35	57.0	18	100
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	42	0	13	0.0	7.3	43.6	5.5	7.3	5.5	3.6	3.6	0.0	0.0	23.6	33	58.0	18	100
	BIRMINGHAM	CITY JET	S	D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	74	0	3	0.0	19.5	48.1	13.0	7.8	2.6	3.9	1.3	0.0	0.0	3.9	22	0.0	20	2
	BRISTOL	BMI REGIONAL	S	D	75	0	1	0.0	13.2	57.9	9.2	11.8	2.6	2.6	1.3	0.0	0.0	1.3	19	0.0	0	0
	BRISTOL	BRUSSELS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.4	19	73
	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	49.3	26	73
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	A	39	0	2	2.4	61.0	19.5	0.0	2.4	7.3	2.4	0.0	0.0	0.0	4.9	14	73.8	17	41
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	D	39	0	2	0.0	31.7	51.2	0.0	2.4	7.3	2.4	0.0	0.0	0.0	4.9	16	66.7	25	42
	EDINBURGH	BRUSSELS AIRLINES	S	A	54	0	1	1.8	27.3	34.5	10.9	14.5	3.6	3.6	1.8	0.0	0.0	1.8	22	78.6	12	56



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	BRUSSELS AIRLINES	S	D	54	0	2	0.0	0.0	55.4	30.4	5.4	1.8	1.8	1.8	0.0	0.0	3.6	21	55.4	24	55	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	2	10.8	46.4	27.7	6.0	6.6	1.2	0.0	0.0	0.0	0.0	1.2	6	79.4	13	165	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	2	0.0	31.3	55.4	5.4	4.8	1.8	0.0	0.0	0.0	0.0	1.2	8	82.5	9	166	
	HEATHROW	BRUSSELS AIRLINES	S	A	84	0	1	2.4	28.2	37.6	12.9	16.5	1.2	0.0	0.0	0.0	0.0	1.2	13	65.1	14	86	
	HEATHROW	BRUSSELS AIRLINES	S	D	84	0	1	0.0	10.6	60.0	17.6	8.2	2.4	0.0	0.0	0.0	0.0	1.2	14	63.5	17	85	
	MANCHESTER	BRUSSELS AIRLINES	S	A	79	0	2	0.0	11.1	49.4	13.6	13.6	8.6	1.2	0.0	0.0	0.0	2.5	23	64.6	17	82	
	MANCHESTER	BRUSSELS AIRLINES	S	D	80	0	2	0.0	6.1	45.1	20.7	18.3	6.1	1.2	0.0	0.0	0.0	2.4	22	51.2	21	82	
	NEWCASTLE	BMI REGIONAL	S	A	44	0	2	0.0	54.3	32.6	2.2	2.2	0.0	2.2	2.2	0.0	0.0	4.3	12	82.6	10	46	
	NEWCASTLE	BMI REGIONAL	S	D	44	0	2	0.0	15.2	54.3	8.7	8.7	4.3	0.0	4.3	0.0	0.0	4.3	22	78.3	15	46	
<b>TOTAL BRUSSELS</b>					<b>1166</b>	<b>0</b>	<b>49</b>	<b>1.8</b>	<b>24.4</b>	<b>44.4</b>	<b>10.3</b>	<b>9.1</b>	<b>3.6</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>17</b>	<b>67.5</b>	<b>16</b>	<b>1300</b>	
BUCHAREST (OTOPENI)																							
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	13.3	40.0	26.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	15	0	0	0.0	0.0	46.7	26.7	13.3	13.3	0.0	0.0	0.0	0.0	0.0	23	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	94.1	3	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	41.2	19	17	
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	23.1	30.8	23.1	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	17	92.3	6	13	
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	7.7	30.8	15.4	23.1	15.4	7.7	0.0	0.0	0.0	0.0	40	30.8	27	13	
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	0.0	33.3	44.4	0.0	0.0	0.0	0.0	0.0	53	75.0	15	8	
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	11.1	11.1	0.0	66.7	11.1	0.0	0.0	0.0	0.0	73	50.0	26	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	0.0	30.8	38.5	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	23	100.0	0	10	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	7.7	23.1	7.7	38.5	15.4	7.7	0.0	0.0	0.0	0.0	40	70.0	7	10	
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	12	0	0	50.0	33.3	8.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	14	100.0	2	13	
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	12	0	0	0.0	8.3	75.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	23	92.3	5	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	66.7	30	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	66.7	32	9	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	26.7	26.7	33.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	4	17	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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)	BLUE AIR TRANSPORT AERIAN	S	D	15	0	0	0.0	20.0	46.7	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	88.2	5	17	
	GATWICK	WIZZ AIR	S	A	30	0	0	3.3	20.0	26.7	13.3	16.7	13.3	3.3	3.3	0.0	0.0	0.0	36	56.0	17	25	
	GATWICK	WIZZ AIR	S	D	30	0	0	0.0	0.0	20.0	20.0	30.0	20.0	6.7	3.3	0.0	0.0	0.0	53	40.0	26	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	23.3	35.0	16.7	10.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	11	82.1	10	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	20.0	46.7	20.0	11.7	1.7	0.0	0.0	0.0	0.0	0.0	13	69.6	15	56	
	HEATHROW	TAROM	S	A	30	0	0	6.7	36.7	36.7	6.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	53.3	22	30	
	HEATHROW	TAROM	S	D	30	0	0	0.0	3.3	43.3	30.0	16.7	6.7	0.0	0.0	0.0	0.0	0.0	22	33.3	33	30	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	54	0	1	9.1	30.9	32.7	16.4	5.5	1.8	0.0	1.8	0.0	0.0	1.8	13	85.2	6	54	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	54	0	1	0.0	7.3	36.4	27.3	23.6	1.8	0.0	1.8	0.0	0.0	1.8	26	61.1	14	54	
	LUTON	WIZZ AIR	S	A	97	0	1	3.1	36.7	26.5	11.2	11.2	8.2	2.0	0.0	0.0	0.0	1.0	20	84.0	9	81	
	LUTON	WIZZ AIR	S	D	95	0	1	0.0	1.0	39.6	14.6	30.2	12.5	1.0	0.0	0.0	0.0	1.0	33	50.6	24	81	
	STANSTED	RYANAIR	S	A	59	0	1	26.7	31.7	16.7	8.3	13.3	1.7	0.0	0.0	0.0	0.0	1.7	10	78.3	7	60	
	STANSTED	RYANAIR	S	D	59	0	1	0.0	0.0	26.7	28.3	25.0	18.3	0.0	0.0	0.0	0.0	1.7	34	48.3	23	60	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>812</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>19.2</b>	<b>31.1</b>	<b>15.4</b>	<b>16.4</b>	<b>8.4</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>23</b>	<b>67.7</b>	<b>15</b>	<b>786</b>	
<b>BUDAPEST</b>																							
	BIRMINGHAM	WIZZ AIR	S	A	13	0	0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	11	13	
	BIRMINGHAM	WIZZ AIR	S	D	13	0	0	0.0	7.7	53.8	7.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	16	46.2	25	13	
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	7.7	30.8	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	30	76.9	29	13	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	0.0	23.1	15.4	30.8	23.1	7.7	0.0	0.0	0.0	0.0	51	7.7	48	13	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	13	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	7	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	0.0	46.2	7.7	15.4	30.8	0.0	0.0	0.0	0.0	0.0	35	46.2	38	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	24	46.2	29	13	
	EAST MIDLANDS INTERNATIONAL	TWIN JET FRANCE	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	20	18	
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	0.0	23.5	70.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	12	18	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	0.0	38.5	7.7	38.5	7.7	7.7	0.0	0.0	0.0	0.0	41	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	7.7	15.4	23.1	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
	GLASGOW	WIZZ AIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	10	13	
	GLASGOW	WIZZ AIR	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	15	46.2	20	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	34	55.6	20	9									
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	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	20	77.8	20	9									
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	0.0	23.1	7.7	23.1	38.5	7.7	0.0	0.0	0.0	0.0	0.0	27	84.6	10	13									
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	38.5	7.7	38.5	15.4	0.0	0.0	0.0	0.0	0.0	35	69.2	11	13									
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	0.0	9.5	23.8	23.8	26.2	16.7	0.0	0.0	0.0	0.0	0.0	33	65.1	24	43									
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	0.0	9.5	59.5	11.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	16	69.8	20	43									
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.1	54	13									
GATWICK	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	84.6	28	13									
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	11.7	27.5	32.5	7.5	11.7	7.5	0.8	0.0	0.8	0.0	0.0	22	74.2	14	120									
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	0.0	21.7	56.7	14.2	4.2	2.5	0.8	0.0	0.0	0.0	0.0	12	87.5	6	120									
LUTON	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	100.0	3	1										
LUTON	LUTON	WIZZ AIR	S	A	126	0	1	3.9	18.9	26.0	18.1	16.5	11.8	1.6	2.4	0.0	0.0	0.8	32	73.2	22	138									
LUTON	LUTON	WIZZ AIR	S	D	126	0	1	0.0	1.6	22.0	19.7	33.9	15.0	4.7	2.4	0.0	0.0	0.8	47	37.5	33	136									
STANSTED	STANSTED	RYANAIR	S	A	103	0	0	1.0	5.8	20.4	20.4	21.4	14.6	13.6	1.9	1.0	0.0	0.0	56	56.7	20	90									
STANSTED	STANSTED	RYANAIR	S	D	103	0	0	0.0	1.0	24.3	20.4	27.2	24.3	1.9	1.0	0.0	0.0	0.0	44	46.7	24	90									
MANCHESTER	MANCHESTER	JET2.COM LTD	S	A	17	0	0	5.9	23.5	29.4	11.8	17.6	0.0	5.9	5.9	0.0	0.0	0.0	39	94.4	2	18									
MANCHESTER	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	5.9	64.7	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	22	83.3	10	18									
MANCHESTER	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	17.6	47.1	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	94.1	9	17									
MANCHESTER	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	0.0	11.8	35.3	41.2	11.8	0.0	0.0	0.0	0.0	0.0	36	35.3	19	17									
SOUTHEND	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	15.4	45	13										
SOUTHEND	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	69.2	24	13										
SOUTHEND	SOUTHEND	STOBART AIR	S	A	13	0	0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0										
SOUTHEND	SOUTHEND	STOBART AIR	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	5	0.0	0	0										
<b>TOTAL BUDAPEST</b>					<b>1095</b>	<b>0</b>	<b>2</b>	<b>2.1</b>	<b>14.6</b>	<b>34.0</b>	<b>15.9</b>	<b>18.6</b>	<b>10.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>30</b>	<b>63.6</b>	<b>20</b>	<b>1105</b>									
BUENOS AIRES																															
GATWICK	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	52.9	35.3	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0									
GATWICK	GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	50.0	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0										
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	3.4	55.2	27.6	10.3	3.4	0.0	0.0	0.0	0.0	0.0	5	96.7	2	30										
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	26.7	56.7	10.0	0.0	3.3	0.0	0.0	0.0	0.0	3.3	8	76.7	9	30									
<b>TOTAL BUENOS AIRES</b>					<b>93</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>41.5</b>	<b>31.9</b>	<b>10.6</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>86.7</b>	<b>5</b>	<b>60</b>									

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	
BURGAS																							
	ABERDEEN	BH AIR	C	A	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	6	
	ABERDEEN	BH AIR	C	D	7	0	0	0.0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	16	100.0	6	7		
	BELFAST INTERNATIONAL	BH AIR	C	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	6	6		
	BELFAST INTERNATIONAL	BH AIR	C	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	11	7		
	BELFAST INTERNATIONAL	BULGARIA 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	181	3		
	BELFAST INTERNATIONAL	BULGARIA 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	217	3		
	BELFAST INTERNATIONAL	LUXAIR	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	6	0.0	0	0		
	BELFAST INTERNATIONAL	LUXAIR	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	16	0.0	0	0		
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	18	75.0	15	4		
	BELFAST 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	6	75.0	9	4		
	BIRMINGHAM	BH AIR	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	12	80.0	11	5		
	BIRMINGHAM	BH AIR	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	11	60.0	17	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	22.2	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	30	100.0	2	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	31	66.7	10	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	38.5	15.4	23.1	0.0	7.7	0.0	0.0	0.0	30	66.7	18	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	53.8	15.4	23.1	0.0	7.7	0.0	0.0	0.0	33	55.6	30	9		
	BRISTOL	BH AIR	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
	BRISTOL	BH AIR	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	5	100.0	3	4		
	BRISTOL	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	11	0.0	0	0		
	BRISTOL	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	15	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	29	25.0	28	4		
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	0.0	11.1	22.2	0.0	0.0	0.0	0.0	26	25.0	38	4		
	CARDIFF WALES	BH AIR	C	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		
	CARDIFF WALES	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	10	100.0	4	4		
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	47	25.0	76	4		
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	47	25.0	61	4		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	7	4		
	CARDIFF WALES	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	5	100.0	2	4		
	DONCASTER SHEFFIELD	BH AIR	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	1	60.0	9	5		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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									
	DONCASTER SHEFFIELD	BH AIR	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	13	40.0	12	5	
	DONCASTER SHEFFIELD	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	4	75.0	8	4		
	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	1	100.0	0	4		
	EAST MIDLANDS INTERNATIONAL	BH AIR	C	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	11	9		
	EAST MIDLANDS INTERNATIONAL	BH AIR	C	D	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	88.9	12	9		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	16	4		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	12	4		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	33	100.0	1	5		
	EAST MIDLANDS INTERNATIONAL	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	20	100.0	5	5		
	EDINBURGH	BH AIR	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	4	88.9	7	9		
	EDINBURGH	BH AIR	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	12	66.7	9	9		
	GLASGOW	BH AIR	C	A	8	0	0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	8		
	GLASGOW	BH AIR	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	6	77.8	8	9		
	GLASGOW	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	6	0.0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	GLASGOW	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	12	75.0	5	4		
	GLASGOW	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	14	100.0	0	4		
	LEEDS BRADFORD	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	7	75.0	6	4		
	LEEDS BRADFORD	BH AIR	C	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	4		
	LEEDS BRADFORD	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	56	0.0	0	0		
	LEEDS BRADFORD	TUI AIRWAYS 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	47	0.0	0	0		
	GATWICK	BH AIR	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	13	50.0	16	4		
	GATWICK	BH AIR	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	26	25.0	23	4		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	14	0.0	0	0		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	41	50.0	21	12		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	28	83.3	8	12		
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	38.5	38.5	7.7	7.7	0.0	7.7	0.0	0.0	0.0	15	46.2	24	13		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	TUI AIRWAYS LTD	C	D	13	0	0	0.0	15.4	76.9	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	64.3	10	14	
	LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	49	5	
	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	40.0	28	5	
	LUTON	WIZZ AIR	S	A	43	0	0	18.6	25.6	20.9	11.6	7.0	14.0	2.3	0.0	0.0	0.0	0.0	22	59.3	19	27	
	LUTON	WIZZ AIR	S	D	43	0	0	0.0	2.3	53.5	16.3	9.3	18.6	0.0	0.0	0.0	0.0	0.0	28	51.9	19	27	
	STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	STANSTED	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	10	0.0	0	0	
	MANCHESTER	BH AIR	C	A	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	5	100.0	3	13	
	MANCHESTER	BH AIR	C	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	92.3	5	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	17	0	0	23.5	11.8	29.4	0.0	23.5	0.0	11.8	0.0	0.0	0.0	0.0	28	75.0	22	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	23.5	52.9	5.9	5.9	0.0	11.8	0.0	0.0	0.0	0.0	26	76.5	24	17	
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	23.5	29.4	17.6	11.8	11.8	5.9	0.0	0.0	0.0	0.0	29	64.7	17	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	58.8	11.8	17.6	0.0	5.9	5.9	0.0	0.0	0.0	35	72.2	17	18	
	NEWCASTLE	BH AIR	S	A	13	0	0	0.0	53.8	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	10	13	
	NEWCASTLE	BH AIR	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	76.9	11	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	100.0	3	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	8	9	
<b>TOTAL BURGAS</b>					<b>592</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>23.3</b>	<b>43.2</b>	<b>11.3</b>	<b>10.0</b>	<b>5.1</b>	<b>2.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.7</b>	<b>16</b>	<b>501</b>	
BYDGOSZCZ																							
	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	61.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	15	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	17	13	
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	44	22.2	33	9	
	GLASGOW	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	39	44.4	24	9	
	LUTON	RYANAIR	S	A	17	0	0	17.6	17.6	35.3	5.9	11.8	0.0	0.0	11.8	0.0	0.0	0.0	33	0.0	0	0	
	LUTON	RYANAIR	S	D	17	0	0	0.0	17.6	52.9	5.9	5.9	5.9	5.9	5.9	0.0	0.0	0.0	35	0.0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	3.3	56.7	26.7	3.3	3.3	3.3	0.0	0.0	3.3	0.0	0.0	29	93.3	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	86.7	10.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	11	96.7	5	30	
<b>TOTAL BYDGOSZCZ</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>23.2</b>	<b>46.4</b>	<b>9.4</b>	<b>9.4</b>	<b>5.1</b>	<b>0.7</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>81.7</b>	<b>11</b>	<b>104</b>	

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	
CAEN																							
	BIRMINGHAM	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	8	1	
	BIRMINGHAM	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	SOUTHEND	STOBART AIR	S	A	17	0	0	11.8	29.4	29.4	17.6	0.0	0.0	5.9	5.9	0.0	0.0	0.0	30	90.5	4	20	
	SOUTHEND	STOBART AIR	S	D	17	0	0	0.0	52.9	35.3	0.0	5.9	0.0	5.9	0.0	0.0	0.0	0.0	13	90.5	3	21	
<b>TOTAL CAEN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>32.4</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>90.9</b>	<b>3</b>	<b>43</b>	
CAGLIARI (ELMAS)																							
	GATWICK	AIR NOSTRUM	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	BRITISH AIRWAYS PLC	S	A	17	0	0	23.5	29.4	17.6	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	58.8	14	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	11.8	76.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	5	17	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	10	0	0	30.0	10.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	25	75.0	7	8	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	0.0	10.0	23.3	23.3	30.0	6.7	3.3	0.0	0.0	0.0	3.3	31	55.2	21	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	13.3	56.7	6.7	16.7	3.3	0.0	0.0	0.0	0.0	3.3	15	70.0	16	30	
	STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	7.7	15.4	38.5	30.8	0.0	7.7	0.0	0.0	0.0	66	38.5	31	13	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	69.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	6	13	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	60	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	12.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
	SOUTHEND	AIR MALTA	S	A	8	0	0	12.5	25.0	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	0.0	0	0	
	SOUTHEND	AIR MALTA	S	D	8	0	0	0.0	25.0	37.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>171</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>13.9</b>	<b>39.3</b>	<b>14.5</b>	<b>14.5</b>	<b>8.7</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>25</b>	<b>69.6</b>	<b>14</b>	<b>135</b>	
CAIRO																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	66.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	6.7	43.3	10.0	20.0	10.0	3.3	6.7	0.0	0.0	0.0	44	73.3	24	30	
	HEATHROW	EGYPT AIR	S	A	58	0	0	1.7	27.6	44.8	13.8	8.6	1.7	1.7	0.0	0.0	0.0	0.0	14	81.0	10	58	
	HEATHROW	EGYPT AIR	S	D	58	0	0	0.0	15.5	39.7	22.4	12.1	6.9	1.7	0.0	1.7	0.0	0.0	38	60.3	15	58	
<b>TOTAL CAIRO</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>26.7</b>	<b>36.9</b>	<b>13.6</b>	<b>10.2</b>	<b>4.5</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.1</b>	<b>12</b>	<b>176</b>	
CALGARY																							
	GATWICK	AIR TRANSAT	S	A	12	0	0	16.7	8.3	16.7	16.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	28	66.7	70	9	
	GATWICK	AIR TRANSAT	S	D	12	0	0	0.0	16.7	33.3	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	24	44.4	30	9	
	GATWICK	WEST JET AIRLINES	S	A	25	0	0	16.0	36.0	28.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	10	92.0	4	25	
	GATWICK	WEST JET AIRLINES	S	D	24	0	0	0.0	25.0	20.8	20.8	16.7	4.2	0.0	12.5	0.0	0.0	0.0	43	68.0	18	25	
	HEATHROW	AIR CANADA	S	A	29	0	2	16.1	19.4	41.9	12.9	0.0	0.0	0.0	3.2	0.0	0.0	6.5	13	76.7	11	30	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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								
HEATHROW		AIR CANADA		S D		29 0		2 0		0.0 35.5		48.4 3.2		3.2 0.0		0.0 3.2		0.0 0.0		6.5 15		56.7 23		30 30														
HEATHROW		BRITISH AIRWAYS PLC		S A		30 0		0 0		40.0 46.7		6.7 0.0		6.7 0.0		0.0 0.0		0.0 0.0		3 93.3		5 5		30 30														
HEATHROW		BRITISH AIRWAYS PLC		S D		30 0		0 0		0.0 23.3		63.3 6.7		0.0 6.7		0.0 0.0		0.0 0.0		9 80.0		12 12		30 30														
<b>TOTAL CALGARY</b>						<b>191 0</b>		<b>4 4</b>		<b>11.8 28.7</b>		<b>34.4 9.7</b>		<b>7.2 3.6</b>		<b>0.0 2.6</b>		<b>0.0 0.0</b>		<b>2.1 16</b>		<b>75.5 16</b>		<b>188 188</b>														
CALVI		STANSTED		TITAN AIRWAYS LTD		C A 4 0		0 0		0.0 0.0		0.0 25.0		0.0 75.0		0.0 0.0		0.0 0.0		60 100.0		0 0		4 4														
CALVI		STANSTED		TITAN AIRWAYS LTD		C D 4 0		0 0		0.0 0.0		0.0 25.0		50.0 25.0		0.0 0.0		0.0 0.0		38 100.0		0 0		4 4														
CALVI		MANCHESTER		FLYBE LTD		C A 4 0		0 0		0.0 0.0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		123 50.0		31 31		4 4														
CALVI		MANCHESTER		FLYBE LTD		C D 4 0		0 0		0.0 0.0		25.0 0.0		50.0 25.0		0.0 0.0		0.0 0.0		49 75.0		19 19		4 4														
<b>TOTAL CALVI</b>						<b>16 0</b>		<b>0 0</b>		<b>0.0 0.0</b>		<b>6.3 12.5</b>		<b>25.0 43.8</b>		<b>12.5 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>67 81.3</b>		<b>13 16</b>														
CAMBRIDGE		MANCHESTER		BRITISH AIRWAYS PLC		S A 12 0		0 0		41.7 50.0		8.3 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		0 0		0 0														
<b>TOTAL CAMBRIDGE</b>						<b>12 0</b>		<b>0 0</b>		<b>41.7 50.0</b>		<b>8.3 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</b>		<b>0 0</b>		<b>0 0</b>														
CAMPBELTOWN		GLASGOW		LOGANAIR LTD		S A 46 0		0 0		10.9 45.7		30.4 6.5		4.3 0.0		2.2 0.0		0.0 0.0		8 91.3		4 4		46 46														
CAMPBELTOWN		GLASGOW		LOGANAIR LTD		S D 46 0		0 0		0.0 50.0		37.0 8.7		2.2 2.2		0.0 0.0		0.0 0.0		7 91.3		4 4		46 46														
<b>TOTAL CAMPBELTOWN</b>						<b>92 0</b>		<b>0 0</b>		<b>5.4 47.8</b>		<b>33.7 7.6</b>		<b>3.3 1.1</b>		<b>1.1 1.1</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>7 91.3</b>		<b>4 92</b>														
CANCUN		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 0.0		103 103		1 1														
CANCUN		BIRMINGHAM		TUI AIRWAYS LTD		S A 7 0		0 0		14.3 14.3		42.9 14.3		14.3 14.3		0.0 0.0		0.0 0.0		11 87.5		6 6		8 8														
CANCUN		BIRMINGHAM		TUI AIRWAYS LTD		S D 5 0		0 0		0.0 20.0		60.0 20.0		0.0 0.0		0.0 0.0		0.0 0.0		8 66.7		23 23		9 9														
CANCUN		BRISTOL		TUI AIRWAYS LTD		S A 4 0		0 0		0.0 25.0		0.0 25.0		25.0 25.0		0.0 0.0		0.0 0.0		49 75.0		15 15		4 4														
CANCUN		BRISTOL		TUI AIRWAYS LTD		S D 3 0		0 0		0.0 0.0		66.7 33.3		0.0 0.0		0.0 0.0		0.0 0.0		13 66.7		20 20		3 3														
CANCUN		EAST MIDLANDS INTERNATIONAL		TUI AIRWAYS LTD		S A 4 0		0 0		50.0 25.0		0.0 25.0		0.0 0.0		0.0 0.0		0.0 0.0		4 75.0		19 19		4 4														
CANCUN		EAST MIDLANDS INTERNATIONAL		TUI AIRWAYS LTD		S 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		7 66.7		48 48		3 3														
CANCUN		EDINBURGH		TUI AIRWAYS LTD		S D 2 0		0 0		0.0 0.0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		106 100.0		4 4		1 1														
CANCUN		GLASGOW		THOMAS COOK AIRLINES LTD		S A 8 0		0 0		25.0 25.0		0.0 0.0		0.0 12.5		12.5 12.5		0.0 25.0		312 66.7		13 13		6 6														
CANCUN		GLASGOW		THOMAS COOK AIRLINES LTD		S D 9 0		0 0		0.0 0.0		33.3 22.2		0.0 0.0		22.2 22.2		0.0 0.0		306 80.0		6 6		5 5														
CANCUN		GLASGOW		TUI AIRWAYS LTD		C A 7 0		0 0		14.3 14.3		28.6 14.3		14.3 14.3		0.0 0.0		0.0 0.0		32 100.0		3 3		6 6														
CANCUN		GLASGOW		TUI AIRWAYS LTD		C D 8 0		0 0		0.0 0.0		62.5 0.0		25.0 0.0		0.0 12.5		0.0 0.0		31 33.3		21 21		6 6														
CANCUN		GLASGOW		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		0 100.0		0 0		2 2														
CANCUN		GATWICK		BRITISH AIRWAYS PLC		S A 12 0		0 0		8.3 41.7		33.3 0.0		8.3 8.3		0.0 0.0		0.0 0.0		10 84.6		10 10		13 13														



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C										JUN 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	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	53.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	16	12						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	11.1	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	66.7	53	9						
GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	62.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	43	66.7	50	9						
GATWICK	TUI AIRWAYS LTD	S	A	30	0	0	6.7	23.3	26.7	23.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	18	61.5	49	26						
GATWICK	TUI AIRWAYS LTD	S	D	30	0	0	0.0	6.7	70.0	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	53.8	37	26						
GATWICK	VIRGIN ATLANTIC AIRWAYS 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	0.0	14	77.8	11	9						
GATWICK	VIRGIN ATLANTIC AIRWAYS 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	0.0	20	66.7	13	9						
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	66.7	19	3							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	27	0	0	22.2	18.5	25.9	7.4	7.4	11.1	3.7	0.0	3.7	0.0	0.0	0.0	147	47.1	86	17						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	26	0	0	0.0	15.4	42.3	3.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	27	70.6	23	17						
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	65	1							
MANCHESTER	TUI AIRWAYS LTD	S	A	26	0	0	7.7	19.2	46.2	7.7	11.5	3.8	0.0	0.0	3.8	0.0	0.0	0.0	43	66.7	32	21						
MANCHESTER	TUI AIRWAYS LTD	S	D	25	0	0	0.0	4.0	52.0	24.0	12.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	48	45.0	38	20						
NEWCASTLE	TUI AIRWAYS LTD	S	A	6	0	0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	4	7						
NEWCASTLE	TUI AIRWAYS LTD	S	D	6	0	0	0.0	16.7	16.7	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	26	71.4	19	7						
<b>TOTAL CANCUN</b>				<b>286</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.7</b>	<b>40.6</b>	<b>14.0</b>	<b>9.4</b>	<b>6.6</b>	<b>3.5</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>65.5</b>	<b>31</b>	<b>264</b>							
CAPE TOWN																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	56.7	6.7	3.3	0.0	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	30	0	0	0.0	30.0	50.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	90.0	6	30						
<b>TOTAL CAPE TOWN</b>				<b>60</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>43.3</b>	<b>28.3</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.3</b>	<b>4</b>	<b>60</b>							
CARCASSONNE																												
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	26	84.6	11	13						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	92.3	3	13						
EDINBURGH	RYANAIR	S	A	9	0	0	22.2	22.2	22.2	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0						
EDINBURGH	RYANAIR	S	D	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	26	0.0	0	0						
GLASGOW	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	32	62.5	16	8						
GLASGOW	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	8						
STANSTED	RYANAIR	S	A	30	0	0	0.0	6.7	23.3	26.7	16.7	23.3	0.0	3.3	0.0	0.0	0.0	0.0	42	76.7	17	30						
STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	23.3	36.7	23.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	31	83.3	9	30						
MANCHESTER	RYANAIR	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	0.0	15	53.8	19	13						
MANCHESTER	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	10	76.9	14	13						
<b>TOTAL CARCASSONNE</b>				<b>132</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>9.8</b>	<b>33.3</b>	<b>26.5</b>	<b>15.2</b>	<b>11.4</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.3</b>	<b>13</b>	<b>128</b>							

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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																							
	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	11	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	96.0	4	25	
	ABERDEEN	FLYBE LTD	S	A	20	0	3	17.4	21.7	21.7	4.3	4.3	13.0	4.3	0.0	0.0	0.0	13.0	25	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	23	0	3	0.0	15.4	50.0	15.4	0.0	3.8	3.8	0.0	0.0	0.0	11.5	18	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	44	0	2	2.2	39.1	39.1	2.2	4.3	8.7	0.0	0.0	0.0	0.0	4.3	12	100.0	0	30	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	44	0	1	0.0	35.6	40.0	8.9	6.7	6.7	0.0	0.0	0.0	0.0	2.2	12	93.3	4	30	
	BIRMINGHAM	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	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	FLYBE LTD	S	A	55	0	0	0.0	25.5	38.2	14.5	10.9	5.5	5.5	0.0	0.0	0.0	0.0	23	76.9	13	52	
	EDINBURGH	FLYBE LTD	S	D	55	0	0	0.0	7.3	47.3	10.9	16.4	10.9	7.3	0.0	0.0	0.0	0.0	31	75.0	15	52	
	GLASGOW	FLYBE LTD	S	A	16	0	1	0.0	29.4	41.2	17.6	0.0	0.0	5.9	0.0	0.0	0.0	5.9	16	83.3	18	18	
	GLASGOW	FLYBE LTD	S	D	16	0	1	0.0	17.6	47.1	23.5	0.0	0.0	5.9	0.0	0.0	0.0	5.9	20	77.8	21	18	
	JERSEY	FLYBE LTD	S	A	18	0	0	0.0	44.4	16.7	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	21	69.2	19	13	
	JERSEY	FLYBE LTD	S	D	18	0	0	0.0	22.2	38.9	22.2	0.0	11.1	5.6	0.0	0.0	0.0	0.0	21	23.1	29	13	
	GATWICK	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	8	1	
	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	93.8	3	48	
	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	81.3	12	48	
	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	81.4	7	43	
	NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.7	10	43	
	NEWCASTLE	FLYBE LTD	S	A	37	0	6	23.3	18.6	16.3	7.0	7.0	9.3	4.7	0.0	0.0	0.0	14.0	23	0.0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	37	0	6	0.0	9.3	41.9	16.3	7.0	4.7	7.0	0.0	0.0	0.0	14.0	28	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>384</b>	<b>0</b>	<b>23</b>	<b>3.7</b>	<b>22.9</b>	<b>37.1</b>	<b>12.0</b>	<b>7.1</b>	<b>7.1</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>21</b>	<b>82.6</b>	<b>10</b>	<b>460</b>	
CASABLANCA MOHAMED V																							
	EAST MIDLANDS INTERNATIONAL	DUCAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	ROYAL AIR MAROC	S	A	24	0	0	8.3	37.5	29.2	8.3	12.5	4.2	0.0	0.0	0.0	0.0	0.0	14	65.0	11	20	
	GATWICK	ROYAL AIR MAROC	S	D	24	0	0	0.0	37.5	25.0	16.7	4.2	16.7	0.0	0.0	0.0	0.0	0.0	20	50.0	18	20	
	HEATHROW	ROYAL AIR MAROC	S	A	27	0	0	3.7	44.4	29.6	7.4	7.4	3.7	3.7	0.0	0.0	0.0	0.0	17	76.7	10	30	
	HEATHROW	ROYAL AIR MAROC	S	D	27	0	0	14.8	37.0	33.3	7.4	0.0	3.7	3.7	0.0	0.0	0.0	0.0	12	90.0	5	30	
	MANCHESTER	ROYAL AIR MAROC	S	A	16	0	0	18.8	31.3	31.3	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	10	

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

		Origin/Destinations: C																		JUN 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	43.8	31.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL CASABLANCA MOHAMED V					134	0	0	7.5	38.8	29.9	7.5	9.7	5.2	1.5	0.0	0.0	0.0	0.0	15	77.7	9	121	
CASTELLON COSTA AZAHAR																							
	STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	3	8	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	6	8	
TOTAL CASTELLON COSTA AZAHAR					16	0	0	0.0	6.3	25.0	37.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	22	93.8	4	16	
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	100.0	2	8	
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	24	8	
	STANSTED	RYANAIR	S	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	5	
	STANSTED	RYANAIR	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	32	80.0	5	5	
TOTAL CASTELLON DE LA PLANA AIRPORT					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	23	76.9	9	26	
CATANIA (FONTANAROSSA)																							
	ABERDEEN	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	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	31	75.0	120	4	
	BIRMINGHAM	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	15	50.0	129	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	88.9	4	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	88.9	6	9	
	CARDIFF WALES	ALITALIA (CAI)	C	A	0	0	0	0.0	0.0	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	ALITALIA (CAI)	C	D	0	0	0	0.0	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	
	GATWICK	BRITISH AIRWAYS PLC	S	A	34	0	0	5.9	17.6	35.3	14.7	17.6	0.0	8.8	0.0	0.0	0.0	0.0	25	67.6	11	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	34	0	0	0.0	11.8	44.1	29.4	8.8	2.9	0.0	2.9	0.0	0.0	0.0	21	70.6	12	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	1	0.0	5.7	31.4	20.0	22.9	11.4	5.7	0.0	0.0	0.0	2.9	36	52.9	20	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	1	0.0	22.9	51.4	8.6	8.6	5.7	0.0	0.0	0.0	0.0	2.9	14	58.8	13	34	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	29	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	8	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	4	4	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	100.0	5	4	
	LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1	

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

		Origin/Destinations: C																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	11.8	17.6	29.4	35.3	5.9	0.0	0.0	0.0	0.0	0.0	27	82.4	12	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	17.6	58.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	76.5	9	17
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	0.0	17.6	11.8	11.8	35.3	11.8	0.0	0.0	5.9	0.0	5.9	59	46.2	46	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	16	0	1	0.0	11.8	47.1	11.8	11.8	11.8	0.0	0.0	0.0	0.0	5.9	20	61.5	43	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	68	50.0	43	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	51	50.0	39	4
	SOUTHEND	AIR MALTA	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	SOUTHEND	AIR MALTA	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>279</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>17.3</b>	<b>37.1</b>	<b>16.3</b>	<b>17.0</b>	<b>7.8</b>	<b>1.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.4</b>	<b>25</b>	<b>66.1</b>	<b>20</b>	<b>257</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																						
	HEATHROW	HAINAN AIRLINES	S	A	13	0	0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	HAINAN AIRLINES	S	D	13	0	0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>38.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHANIA																						
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	0.0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	96	12.5	51	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	11.1	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	70	12.5	49	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	35	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	44	4
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	0.0	25.0	0.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	69	37.5	56	8
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	62.5	22	8
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	22	4
	BRISTOL	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	11	50.0	28	4
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	6	0	0	0.0	0.0	16.7	0.0	33.3	33.3	0.0	0.0	16.7	0.0	0.0	126	75.0	9	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	5	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	53	62.5	18	8
	GLASGOW	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	39	4
	GLASGOW	RYANAIR	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	11	4
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	44	62.5	11	8
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	10	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	0.0	3.6	17.9	35.7	32.1	10.7	0.0	0.0	0.0	0.0	0.0	34	57.1	24	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	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	67.9	15	28

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 2017		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0				
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	4	0.0	0	0					
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	6	38.5	57	13					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	44	13					
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	104	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	63	1					
GATWICK	TUI AIRWAYS LTD	C	A	12	0	0	16.7	0.0	41.7	8.3	16.7	0.0	8.3	8.3	0.0	0.0	0.0	43	66.7	12	9					
GATWICK	TUI AIRWAYS LTD	C	D	12	0	0	0.0	8.3	33.3	16.7	8.3	16.7	0.0	16.7	0.0	0.0	0.0	54	44.4	16	9					
HEATHROW	BRITISH AIRWAYS PLC	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	27	50.0	15	8					
HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	8					
STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	100.0	3	9					
STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	30	77.8	16	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	37	4					
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	50.0	26	4					
MANCHESTER	RYANAIR	S	A	12	0	1	0.0	0.0	15.4	23.1	38.5	15.4	0.0	0.0	0.0	0.0	7.7	42	50.0	19	8					
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	53.8	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	25	25.0	37	8					
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	36	44.4	23	9					
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	55.6	18	9					
<b>TOTAL CHANIA</b>				<b>273</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>8.8</b>	<b>36.9</b>	<b>18.2</b>	<b>21.9</b>	<b>9.1</b>	<b>0.7</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>33</b>	<b>52.2</b>	<b>25</b>	<b>266</b>					
CHARLEROI																										
EDINBURGH	RYANAIR	S	A	21	0	0	4.8	14.3	33.3	9.5	23.8	4.8	9.5	0.0	0.0	0.0	0.0	30	90.9	5	22					
EDINBURGH	RYANAIR	S	D	21	0	0	0.0	9.5	28.6	23.8	19.0	14.3	0.0	4.8	0.0	0.0	0.0	44	77.3	10	22					
GLASGOW	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	9	62.5	13	8					
GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	50.0	17	8					
MANCHESTER	RYANAIR	S	A	50	0	1	3.9	41.2	33.3	7.8	11.8	0.0	0.0	0.0	0.0	0.0	2.0	8	86.5	6	52					
MANCHESTER	RYANAIR	S	D	50	0	1	0.0	9.8	49.0	13.7	21.6	2.0	0.0	2.0	0.0	0.0	2.0	22	76.9	11	52					
<b>TOTAL CHARLEROI</b>				<b>160</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>21.6</b>	<b>39.5</b>	<b>12.3</b>	<b>17.3</b>	<b>3.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>20</b>	<b>79.9</b>	<b>9</b>	<b>164</b>					
CHARLOTTE																										
HEATHROW	AMERICAN AIRLINES	S	A	59	0	1	16.7	18.3	16.7	26.7	8.3	8.3	0.0	3.3	0.0	0.0	1.7	29	63.8	36	58					
HEATHROW	AMERICAN AIRLINES	S	D	61	0	1	0.0	48.4	30.6	8.1	9.7	1.6	0.0	0.0	0.0	0.0	1.6	8	73.7	16	57					
<b>TOTAL CHARLOTTE</b>				<b>120</b>	<b>0</b>	<b>2</b>	<b>8.2</b>	<b>33.6</b>	<b>23.8</b>	<b>17.2</b>	<b>9.0</b>	<b>4.9</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>68.7</b>	<b>26</b>	<b>115</b>					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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								
CHATEAUROUX DEOLS																																						
	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	0.0	61	1																
	MANCHESTER	AVION EXPRESS	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																
	SOUTHEND	SKYTAXI	S	A	8	0	0	25.0	37.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	25	0.0	0	0																
	SOUTHEND	SKYTAXI	S	D	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	0.0	0	0																
<b>TOTAL CHATEAUROUX DEOLS</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>17.6</b>	<b>35.3</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>24</b>	<b>0.0</b>	<b>61</b>	<b>1</b>																
CHENNAI																																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	53.3	20.0	6.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	86.7	10	30																
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	6.7	56.7	10.0	16.7	6.7	3.3	0.0	0.0	0.0	0.0	21	83.3	15	30																
<b>TOTAL CHENNAI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>13.3</b>	<b>31.7</b>	<b>8.3</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>17</b>	<b>85.0</b>	<b>13</b>	<b>60</b>																
CHICAGO (O'HARE)																																						
	EDINBURGH	UNITED AIRLINES	S	A	30	0	0	26.7	30.0	23.3	6.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	16	66.7	40	30																
	EDINBURGH	UNITED AIRLINES	S	D	30	0	0	6.7	50.0	36.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	67.7	21	30																
	GATWICK	NORWEGIAN AIR UK LTD	S	A	30	0	1	6.5	16.1	38.7	12.9	6.5	6.5	0.0	6.5	3.2	0.0	3.2	45	0.0	0	0																
	GATWICK	NORWEGIAN AIR UK LTD	S	D	30	0	0	0.0	33.3	36.7	3.3	23.3	3.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0																
	HEATHROW	AMERICAN AIRLINES	S	A	118	0	2	14.2	32.5	19.2	13.3	10.8	5.8	1.7	0.0	0.8	0.0	1.7	20	79.2	16	120																
	HEATHROW	AMERICAN AIRLINES	S	D	118	0	2	0.0	54.2	30.0	5.8	4.2	3.3	0.8	0.0	0.0	0.0	1.7	8	86.7	8	120																
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	6.7	21.7	15.0	20.0	25.0	8.3	1.7	0.0	0.0	0.0	1.7	26	78.3	11	60																
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	0.0	13.3	43.3	21.7	11.7	6.7	0.0	1.7	0.0	0.0	1.7	23	63.3	18	60																
	HEATHROW	UNITED AIRLINES	S	A	90	0	0	13.3	33.3	23.3	11.1	7.8	6.7	2.2	1.1	1.1	0.0	0.0	24	83.3	15	90																
	HEATHROW	UNITED AIRLINES	S	D	90	0	1	0.0	65.9	18.7	6.6	4.4	1.1	0.0	1.1	1.1	0.0	1.1	12	88.9	6	90																
	MANCHESTER	AMERICAN AIRLINES	S	A	23	0	0	4.3	13.0	30.4	13.0	26.1	8.7	4.3	0.0	0.0	0.0	0.0	31	66.7	30	28																
	MANCHESTER	AMERICAN AIRLINES	S	D	23	0	0	8.7	52.2	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	22	28																
<b>TOTAL CHICAGO (O'HARE)</b>					<b>700</b>	<b>0</b>	<b>8</b>	<b>6.8</b>	<b>38.0</b>	<b>26.7</b>	<b>10.5</b>	<b>9.9</b>	<b>4.7</b>	<b>1.1</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>78.7</b>	<b>15</b>	<b>656</b>																
CHISINAU (KISHINEV)																																						
	LUTON	WIZZ AIR	S	A	29	0	0	24.1	37.9	17.2	10.3	6.9	3.4	0.0	0.0	0.0	0.0	0.0	9	81.8	14	22																
	LUTON	WIZZ AIR	S	D	31	0	1	0.0	9.4	34.4	25.0	21.9	3.1	0.0	3.1	0.0	0.0	3.1	32	40.9	29	22																
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	22	0	0	9.1	31.8	36.4	4.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	12	100.0	3	21																
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	22	0	0	0.0	0.0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	26	81.0	8	21																
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>104</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>20.0</b>	<b>30.5</b>	<b>19.0</b>	<b>15.2</b>	<b>4.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>20</b>	<b>75.6</b>	<b>13</b>	<b>86</b>																

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
CITY OF DERRY (EGLINTON)																						
	BRISTOL	BMI REGIONAL	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	25	0.0	0	0
	BRISTOL	BMI REGIONAL	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	26	0.0	0	0
	GLASGOW	RYANAIR	S	A	22	0	0	0.0	9.1	31.8	31.8	18.2	9.1	0.0	0.0	0.0	0.0	0.0	25	63.6	16	22
	GLASGOW	RYANAIR	S	D	22	0	0	0.0	4.5	40.9	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	26	72.7	13	22
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	46.2	15.4	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	62.5	14	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	17	8
	STANSTED	BMI REGIONAL	S	A	53	0	2	9.1	45.5	25.5	9.1	5.5	0.0	0.0	0.0	1.8	0.0	3.6	14	85.7	6	55
	STANSTED	BMI REGIONAL	S	D	53	0	2	0.0	30.9	38.2	14.5	10.9	0.0	0.0	0.0	1.8	0.0	3.6	17	71.4	10	55
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>180</b>	<b>0</b>	<b>4</b>	<b>2.7</b>	<b>29.3</b>	<b>33.2</b>	<b>16.3</b>	<b>12.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>74.4</b>	<b>11</b>	<b>170</b>
CLERMONT FERRAND																						
	STANSTED	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	20	0.0	0	0
	STANSTED	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	16	0.0	0	0
<b>TOTAL CLERMONT FERRAND</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CLUJ NAPOCA																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	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	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	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	0.0	0	84.6	9	13
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	0.0	11.1	11.1	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	43	62.5	13	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	0.0	22.2	0.0	66.7	0.0	0.0	11.1	0.0	0.0	0.0	57	62.5	17	8
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	7	100.0	3	8
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8
	LUTON	BLUE AIR TRANSPORT AERIAN	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	94.1	3	17
	LUTON	BLUE AIR TRANSPORT AERIAN	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	22	88.2	6	17
	LUTON	WIZZ AIR	S	A	79	0	0	7.6	34.2	34.2	12.7	6.3	5.1	0.0	0.0	0.0	0.0	0.0	11	87.8	6	82
	LUTON	WIZZ AIR	S	D	79	0	0	0.0	8.9	53.2	15.2	17.7	5.1	0.0	0.0	0.0	0.0	0.0	20	72.0	15	82
<b>TOTAL CLUJ NAPOCA</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>22.0</b>	<b>40.5</b>	<b>15.0</b>	<b>13.5</b>	<b>4.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>82.8</b>	<b>9</b>	<b>256</b>

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

		Origin/Destinations: C																	JUN 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
COLOGNE BONN	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	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	75	1
	BRISTOL	RYANAIR	S	A	17	0	0	0.0	17.6	11.8	29.4	11.8	23.5	0.0	5.9	0.0	0.0	0.0	49	0.0	0	0
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	5.9	29.4	11.8	23.5	23.5	0.0	5.9	0.0	0.0	0.0	53	0.0	0	0
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	25	0	1	0.0	15.4	38.5	3.8	30.8	7.7	0.0	0.0	0.0	0.0	3.8	25	38.9	21	18
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	25	0	1	0.0	3.8	23.1	30.8	15.4	23.1	0.0	0.0	0.0	0.0	3.8	37	11.1	40	18
	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	87.5	12	8
	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	37.5	22	8
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	73	0	7	5.0	23.8	22.5	16.3	8.8	11.3	1.3	2.5	0.0	0.0	8.8	28	83.3	11	18
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	73	0	7	0.0	22.5	27.5	16.3	8.8	10.0	3.8	2.5	0.0	0.0	8.8	30	88.9	11	18
	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	77.2	12	57
	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	78.9	12	57
	LUTON	PROAIR 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	38	1
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	41	0	2	0.0	7.0	20.9	16.3	27.9	23.3	0.0	0.0	0.0	0.0	4.7	40	21.7	51	23
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	41	0	2	0.0	0.0	14.0	16.3	34.9	25.6	2.3	2.3	0.0	0.0	4.7	51	17.4	64	23
	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	73.3	21	45
	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	71.1	24	44
	STANSTED	RYANAIR	S	A	72	0	0	1.4	27.8	11.1	13.9	18.1	16.7	6.9	4.2	0.0	0.0	0.0	45	73.1	18	52
	STANSTED	RYANAIR	S	D	72	0	0	0.0	4.2	20.8	23.6	26.4	19.4	4.2	1.4	0.0	0.0	0.0	47	65.4	23	52
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	6	0	1	0.0	0.0	14.3	57.1	0.0	14.3	0.0	0.0	0.0	0.0	14.3	39	25.0	26	8
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	6	0	1	0.0	0.0	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	14.3	41	50.0	23	8
	MANCHESTER	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	21	12
	MANCHESTER	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	22	12
	MANCHESTER	RYANAIR	S	A	30	0	0	0.0	56.7	10.0	10.0	10.0	6.7	3.3	0.0	3.3	0.0	0.0	31	0.0	0	0
	MANCHESTER	RYANAIR	S	D	30	0	0	0.0	0.0	53.3	13.3	10.0	16.7	3.3	0.0	3.3	0.0	0.0	43	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
	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	69.2	39	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	0.0	0	72.0	26	25
	SOUTHEND	STOBART AIR	S	A	24	0	1	0.0	16.0	12.0	8.0	16.0	32.0	4.0	4.0	4.0	0.0	4.0	70	0.0	0	0



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

		Origin/Destinations: C																	JUN 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	SOUTHEND	STOBART AIR	S	D	24	0	1	0.0	20.0	28.0	12.0	20.0	8.0	4.0	4.0	0.0	0.0	4.0	40	0.0	285	1
<b>TOTAL COLOGNE BONN</b>					<b>578</b>	<b>0</b>	<b>24</b>	<b>1.2</b>	<b>16.3</b>	<b>21.8</b>	<b>16.9</b>	<b>17.9</b>	<b>16.4</b>	<b>2.8</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>4.0</b>	<b>40</b>	<b>63.5</b>	<b>24</b>	<b>537</b>
COLOMBO																						
	HEATHROW	SRILANKAN AIRLINES	S	A	30	0	0	40.0	46.7	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	4	93.3	2	30
	HEATHROW	SRILANKAN AIRLINES	S	D	30	0	0	0.0	23.3	43.3	16.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	16	83.3	8	30
<b>TOTAL COLOMBO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>35.0</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>10</b>	<b>88.3</b>	<b>5</b>	<b>60</b>
COLUMBUS RICKENBACKER AFB																						
	DONCASTER SHEFFIELD	ANTONOV 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	36	0.0	0	0
<b>TOTAL COLUMBUS RICKENBACKER AFB</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
COMISO																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	6	4
	STANSTED	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	43	66.7	47	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	40	88.9	25	9
<b>TOTAL COMISO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>19.2</b>	<b>15.4</b>	<b>15.4</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>29</b>	<b>80.8</b>	<b>26</b>	<b>26</b>
CONSTANTA																						
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	0	0	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	0	0	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	LUTON	WIZZ AIR	S	A	16	0	0	25.0	25.0	12.5	6.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	16	50.0	12	8
	LUTON	WIZZ AIR	S	D	17	0	0	0.0	0.0	41.2	35.3	5.9	17.6	0.0	0.0	0.0	0.0	0.0	27	37.5	18	8
<b>TOTAL CONSTANTA</b>					<b>33</b>	<b>0</b>	<b>18</b>	<b>7.8</b>	<b>7.8</b>	<b>17.6</b>	<b>13.7</b>	<b>9.8</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.3</b>	<b>22</b>	<b>43.8</b>	<b>15</b>	<b>16</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	21	0	0	0.0	9.5	33.3	23.8	23.8	4.8	4.8	0.0	0.0	0.0	0.0	29	63.6	15	22
	ABERDEEN	SAS	S	D	21	0	0	0.0	23.8	28.6	23.8	14.3	4.8	4.8	0.0	0.0	0.0	0.0	25	68.2	12	22
	BELFAST CITY (GEORGE BEST)	AIR ALSIE	C	A	0	0	0	0.0	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 CITY (GEORGE BEST)	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	0	1
	BIRMINGHAM	SAS	S	A	42	0	3	0.0	24.4	46.7	17.8	2.2	2.2	0.0	0.0	0.0	0.0	6.7	10	75.0	10	45
	BIRMINGHAM	SAS	S	D	42	0	3	0.0	20.0	48.9	20.0	2.2	2.2	0.0	0.0	0.0	0.0	6.7	11	66.7	13	45
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	23.5	29.4	11.8	11.8	11.8	0.0	5.9	0.0	0.0	0.0	40	66.7	15	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	41.2	17.6	11.8	11.8	0.0	5.9	0.0	0.0	0.0	43	66.7	16	9

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					JUN 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		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	0.0	22.2	5.6	0.0	27.8	33.3	0.0	11.1	0.0	0.0	0.0	62	76.2	15	21						
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	23.5	5.9	29.4	23.5	0.0	5.9	0.0	0.0	0.0	48	85.7	13	21						
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	25	0	0	0.0	4.0	60.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	14	50.0	21	25						
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	25	0	0	0.0	0.0	24.0	36.0	28.0	12.0	0.0	0.0	0.0	0.0	0.0	32	19.2	41	25						
EDINBURGH	RYANAIR	S	A	22	0	0	0.0	13.6	9.1	13.6	18.2	40.9	4.5	0.0	0.0	0.0	0.0	48	35.3	25	17						
EDINBURGH	RYANAIR	S	D	22	0	0	0.0	4.5	18.2	13.6	36.4	22.7	4.5	0.0	0.0	0.0	0.0	43	47.1	23	17						
EDINBURGH	SAS	S	A	11	0	1	0.0	41.7	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	5	50.0	15	2						
EDINBURGH	SAS	S	D	11	0	1	8.3	33.3	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	5	0.0	23	2						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	9.5	27.4	28.6	14.3	9.5	9.5	0.0	1.2	0.0	0.0	0.0	21	66.3	19	86						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	0.0	16.7	58.3	8.3	7.1	8.3	0.0	1.2	0.0	0.0	0.0	18	63.2	18	86						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	135	0	2	8.8	21.2	30.7	14.6	14.6	5.1	3.6	0.0	0.0	0.0	1.5	22	54.5	30	134						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	133	0	1	0.0	32.1	46.3	9.0	6.0	3.7	2.2	0.0	0.0	0.0	0.7	14	63.7	22	135						
HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	27.7	41.0	22.6	4.6	2.6	1.0	0.5	0.0	0.0	0.0	0.0	5	79.8	12	168						
HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	0.0	37.4	48.2	7.2	5.1	2.1	0.0	0.0	0.0	0.0	0.0	8	79.8	10	168						
HEATHROW	SAS	S	A	97	0	5	2.9	20.6	43.1	15.7	7.8	3.9	1.0	0.0	0.0	0.0	4.9	15	65.4	16	156						
HEATHROW	SAS	S	D	98	0	5	0.0	33.0	47.6	7.8	4.9	1.9	0.0	0.0	0.0	0.0	4.9	10	75.2	12	157						
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	59	0	0	1.7	27.1	39.0	15.3	13.6	1.7	1.7	0.0	0.0	0.0	0.0	14	0.0	0	0						
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	59	0	0	0.0	45.8	33.9	10.2	8.5	0.0	1.7	0.0	0.0	0.0	0.0	9	0.0	0	0						
LUTON	PROAIR 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	10	1						
LUTON	RYANAIR	S	A	30	0	0	0.0	6.7	50.0	0.0	13.3	23.3	0.0	6.7	0.0	0.0	0.0	42	83.3	8	30						
LUTON	RYANAIR	S	D	30	0	0	0.0	16.7	40.0	16.7	6.7	16.7	3.3	0.0	0.0	0.0	0.0	27	86.7	5	30						
STANSTED	RYANAIR	S	A	90	0	2	4.3	12.0	19.6	19.6	23.9	15.2	2.2	1.1	0.0	0.0	2.2	36	87.8	5	89						
STANSTED	RYANAIR	S	D	90	0	0	0.0	2.2	31.1	15.6	33.3	14.4	1.1	2.2	0.0	0.0	0.0	39	77.8	10	89						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	46	0	1	14.9	29.8	25.5	8.5	10.6	2.1	4.3	0.0	2.1	0.0	2.1	25	63.6	30	43						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	46	0	1	0.0	40.4	38.3	2.1	12.8	2.1	2.1	0.0	0.0	0.0	2.1	13	52.3	28	43						
MANCHESTER	SAS	S	A	69	0	4	1.4	24.7	41.1	16.4	8.2	2.7	0.0	0.0	0.0	0.0	5.5	13	69.6	15	67						
MANCHESTER	SAS	S	D	69	0	4	0.0	21.9	50.7	11.0	8.2	2.7	0.0	0.0	0.0	0.0	5.5	11	65.7	17	65						
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	0.0	36	1						
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	80.0	8	15						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: C		PERCENTAGE OF FLIGHTS LATE										JUN 2017		
										NUMBER OF FLIGHTS														
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
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	73.3	11	15		
<b>TOTAL COPENHAGEN</b>						<b>1920</b>	<b>0</b>	<b>33</b>	<b>4.7</b>	<b>25.6</b>	<b>37.4</b>	<b>11.9</b>	<b>10.7</b>	<b>6.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.7</b>	<b>18</b>	<b>69.4</b>	<b>16</b>	<b>1862</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	100.0	0	5		
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	2	5		
ABERDEEN		TUI AIRWAYS LTD		C	A	5	0	0	0.0	40.0	0.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	67	0.0	0	0		
ABERDEEN		TUI AIRWAYS LTD		C	D	5	0	0	0.0	60.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	62	0.0	0	0		
BELFAST INTERNATIONAL		TUI AIRWAYS LTD		C	A	5	0	0	20.0	20.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	415	100.0	0	5		
BELFAST INTERNATIONAL		TUI AIRWAYS LTD		C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	422	100.0	1	5		
BIRMINGHAM		RYANAIR		S	A	9	0	0	11.1	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	24	87.5	4	8		
BIRMINGHAM		RYANAIR		S	D	9	0	0	0.0	0.0	22.2	44.4	11.1	0.0	22.2	0.0	0.0	0.0	45	37.5	16	8		
BIRMINGHAM		THOMAS COOK AIRLINES 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	19	100.0	2	9		
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	D	8	0	0	0.0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	30	66.7	11	9		
BIRMINGHAM		TUI AIRWAYS LTD		C	A	22	0	0	4.5	27.3	36.4	31.8	0.0	0.0	0.0	0.0	0.0	0.0	9	57.9	14	19		
BIRMINGHAM		TUI AIRWAYS LTD		C	D	22	0	0	0.0	18.2	59.1	22.7	0.0	0.0	0.0	0.0	0.0	0.0	9	42.1	24	19		
BOURNEMOUTH		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	21	100.0	3	5		
BOURNEMOUTH		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	9	100.0	0	5		
BRISTOL		EASYJET AIRLINE COMPANY LTD		S	A	13	0	0	7.7	23.1	15.4	30.8	7.7	7.7	0.0	7.7	0.0	0.0	40	58.3	31	12		
BRISTOL		EASYJET AIRLINE COMPANY LTD		S	D	13	0	0	0.0	23.1	30.8	15.4	15.4	7.7	0.0	7.7	0.0	0.0	39	30.8	36	13		
BRISTOL		THOMAS COOK AIRLINES LTD		S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	8		
BRISTOL		THOMAS COOK AIRLINES LTD		S	D	8	0	0	0.0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	13	8		
BRISTOL		TUI AIRWAYS LTD		C	A	13	0	0	0.0	0.0	53.8	38.5	0.0	7.7	0.0	0.0	0.0	0.0	20	100.0	2	9		
BRISTOL		TUI AIRWAYS LTD		C	D	13	0	0	0.0	7.7	23.1	61.5	0.0	7.7	0.0	0.0	0.0	0.0	22	88.9	5	9		
CARDIFF WALES		TUI AIRWAYS LTD		C	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	18	80.0	12	5		
CARDIFF WALES		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	4	100.0	3	5		
DONCASTER SHEFFIELD		TUI AIRWAYS LTD		C	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9		
DONCASTER SHEFFIELD		TUI AIRWAYS LTD		C	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	10	88.9	2	9		
EAST MIDLANDS INTERNATIONAL		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	100.0	1	4		
EAST MIDLANDS INTERNATIONAL		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	6	100.0	4	4		
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	12	0	0	0.0	0.0	33.3	41.7	25.0	0.0	0.0	0.0	0.0	0.0	24	55.6	17	9		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	12	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	44	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	0.0	13	66.7	12	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	88.9	5	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	62.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	77.8	5	9		
EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	S A	0	0	0	0.0	0.0	0.0	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	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	3	25.0	19	4		
EDINBURGH	RYANAIR	S D	5	0	0	0.0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	38	75.0	15	4		
EDINBURGH	TUI AIRWAYS LTD	C A	5	0	0	20.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	46	20.0	71	5		
EDINBURGH	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	38	20.0	70	5		
EXETER	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	7	4		
EXETER	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	0.0	8	80.0	16	5		
GLASGOW	JET2.COM 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	0.0	31	75.0	8	4		
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	6	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	10	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	9		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	0.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	65	60.0	13	5		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	0.0	60.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	82	80.0	6	5		
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	7	50.0	14	4		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	4		
LEEDS BRADFORD	RYANAIR	S A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	37	4		
LEEDS BRADFORD	RYANAIR	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	7	0	0	14.3	0.0	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	3	5		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	20.0	17	5		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	60	0	0	0.0	15.0	18.3	31.7	20.0	11.7	1.7	0.0	1.7	0.0	0.0	0.0	39	56.7	23	60		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	60	0	0	1.7	11.7	53.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	15	65.0	22	60		
GATWICK	ENTER AIR	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	0.0	34	100.0	3	4		
GATWICK	ENTER AIR	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	0.0	30	100.0	8	4		

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	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	75.0	7	4
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	6	100.0	4	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	100.0	4	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	29	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	10	50.0	35	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	66.7	7	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	50.0	36	6
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	17	0	0	17.6	23.5	29.4	0.0	5.9	11.8	5.9	5.9	0.0	0.0	0.0	35	82.4	5	17
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	29.4	47.1	0.0	5.9	0.0	17.6	0.0	0.0	0.0	0.0	31	88.2	5	17
	GATWICK	TUI AIRWAYS LTD	C	A	23	0	1	4.2	0.0	41.7	16.7	20.8	12.5	0.0	0.0	0.0	0.0	4.2	30	43.5	23	23
	GATWICK	TUI AIRWAYS LTD	C	D	23	0	1	0.0	4.2	50.0	16.7	12.5	8.3	0.0	0.0	4.2	0.0	4.2	43	75.0	17	24
	HEATHROW	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	6	4
	HEATHROW	BRITISH AIRWAYS PLC	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	100.0	6	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	0	0.0	22.9	39.6	25.0	10.4	2.1	0.0	0.0	0.0	0.0	0.0	14	76.7	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	0.0	29.2	60.4	6.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	8	86.7	7	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	0.0	26.9	34.6	26.9	11.5	0.0	0.0	0.0	0.0	0.0	32	61.9	25	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	3.8	53.8	30.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	16	61.9	20	21
	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	75.0	17	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	50.0	15	4
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	34	5
	LUTON	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	100.0	5	5
	STANSTED	JET2.COM LTD	S	A	13	0	0	0.0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	STANSTED	RYANAIR	S	A	12	0	0	0.0	8.3	16.7	8.3	25.0	33.3	8.3	0.0	0.0	0.0	0.0	55	84.6	14	13
	STANSTED	RYANAIR	S	D	12	0	0	0.0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	43	92.3	6	13
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	99	100.0	0	4

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

		Origin/Destinations: C																	JUN 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	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	84	100.0	1	4
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	44.4	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	88.9	4	9
	STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	28	100.0	5	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	0.0	4.5	18.2	9.1	45.5	18.2	4.5	0.0	0.0	0.0	0.0	43	64.7	28	17
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	0.0	31.8	18.2	31.8	13.6	4.5	0.0	0.0	0.0	0.0	38	76.5	18	17
	MANCHESTER	EUROPE AIRPOST	C	A	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	107	50.0	16	4
	MANCHESTER	EUROPE AIRPOST	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	87	100.0	6	4
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	29	9
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	8.3	66.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	22	9
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	55	22.2	39	9
	MANCHESTER	RYANAIR	S	D	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	40	66.7	14	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	8.3	16.7	33.3	0.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	23	82.4	6	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	16.7	50.0	0.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	24	77.8	11	18
	MANCHESTER	TUI AIRWAYS LTD	C	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	68.4	23	19
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	57.1	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	21	73.7	20	19
	NEWCASTLE	EASYJET AIRLINE COMPANY 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	13	75.0	7	4
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	4
	NEWCASTLE	JET2.COM 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	12	100.0	0	4
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	5	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	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	13	100.0	2	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	24	88.9	12	9
	NEWCASTLE	TUI AIRWAYS LTD	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	20	77.8	6	9
<b>TOTAL CORFU</b>					<b>1044</b>	<b>0</b>	<b>2</b>	<b>2.1</b>	<b>16.0</b>	<b>40.4</b>	<b>19.7</b>	<b>11.8</b>	<b>6.2</b>	<b>2.7</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>28</b>	<b>72.5</b>	<b>15</b>	<b>968</b>
<b>CORK</b>																						
	BIRMINGHAM	STOBART AIR	S	A	59	0	1	21.7	50.0	15.0	10.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7	4	76.7	13	60
	BIRMINGHAM	STOBART AIR	S	D	59	0	1	0.0	33.3	50.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	1.7	9	65.0	18	60
	BRISTOL	STOBART AIR	S	A	29	0	1	6.7	53.3	26.7	0.0	6.7	0.0	0.0	3.3	0.0	0.0	3.3	14	86.7	8	30
	BRISTOL	STOBART AIR	S	D	29	0	1	0.0	36.7	46.7	3.3	6.7	0.0	0.0	3.3	0.0	0.0	3.3	16	66.7	12	30
	CARDIFF WALES	FLYBE LTD	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	0.0	16	100.0	0	9
	CARDIFF WALES	FLYBE 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	26	100.0	4	9
	EDINBURGH	AER LINGUS	S	A	39	0	1	10.0	50.0	30.0	5.0	0.0	0.0	2.5	0.0	0.0	0.0	2.5	7	92.3	3	39
	EDINBURGH	AER LINGUS	S	D	39	0	1	0.0	30.0	37.5	20.0	5.0	0.0	5.0	0.0	0.0	0.0	2.5	18	66.7	14	39

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	AER LINGUS	S	A	21	0	0	0.0	28.6	28.6	19.0	9.5	0.0	4.8	9.5	0.0	0.0	0.0	38	72.7	16	22					
GLASGOW	AER LINGUS	S	D	21	0	0	0.0	28.6	19.0	23.8	9.5	4.8	4.8	9.5	0.0	0.0	0.0	45	63.6	20	22					
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	88.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	17					
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	52.9	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	17					
GATWICK	RYANAIR	S	A	30	0	0	0.0	13.3	23.3	23.3	26.7	6.7	3.3	3.3	0.0	0.0	0.0	36	83.3	9	30					
GATWICK	RYANAIR	S	D	30	0	0	0.0	3.3	30.0	20.0	30.0	10.0	3.3	0.0	3.3	0.0	0.0	54	70.0	13	30					
HEATHROW	AER LINGUS	S	A	134	0	0	41.0	40.3	14.2	1.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.4	4	131					
HEATHROW	AER LINGUS	S	D	134	0	0	4.5	66.4	23.1	2.2	3.0	0.7	0.0	0.0	0.0	0.0	0.0	3	91.6	4	131					
STANSTED	RYANAIR	S	A	89	0	1	3.3	40.0	27.8	10.0	6.7	5.6	0.0	3.3	2.2	0.0	1.1	32	86.7	12	90					
STANSTED	RYANAIR	S	D	89	0	1	0.0	1.1	25.6	17.8	28.9	18.9	5.6	0.0	1.1	0.0	1.1	49	77.8	16	90					
MANCHESTER	AER LINGUS	S	A	77	0	1	26.9	39.7	20.5	6.4	5.1	0.0	0.0	0.0	0.0	0.0	1.3	5	90.2	4	82					
MANCHESTER	AER LINGUS	S	D	77	0	0	0.0	31.2	45.5	14.3	7.8	0.0	0.0	1.3	0.0	0.0	0.0	12	87.8	6	82					
NEWCASTLE	AER LINGUS	S	A	13	0	0	23.1	23.1	30.8	7.7	7.7	0.0	0.0	7.7	0.0	0.0	0.0	24	76.9	13	13					
NEWCASTLE	AER LINGUS	S	D	13	0	0	0.0	23.1	61.5	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	25	76.9	16	13					
SOUTHAMPTON	AER LINGUS	S	A	23	0	0	4.3	13.0	65.2	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	7	25					
SOUTHAMPTON	AER LINGUS	S	D	22	0	1	0.0	8.7	56.5	21.7	8.7	0.0	0.0	0.0	0.0	0.0	4.3	12	76.0	11	25					
<b>TOTAL CORK</b>				<b>1077</b>	<b>0</b>	<b>10</b>	<b>10.0</b>	<b>37.0</b>	<b>29.2</b>	<b>9.4</b>	<b>8.0</b>	<b>2.9</b>	<b>1.1</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>83.5</b>	<b>9</b>	<b>1096</b>					
CRAIOVA																										
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	13	11					
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	72.7	12	11					
LUTON	WIZZ AIR	S	A	29	0	0	51.7	31.0	13.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	7	30					
LUTON	WIZZ AIR	S	D	30	0	0	0.0	0.0	56.7	26.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	22	73.3	14	30					
<b>TOTAL CRAIOVA</b>				<b>59</b>	<b>0</b>	<b>0</b>	<b>25.4</b>	<b>15.3</b>	<b>35.6</b>	<b>15.3</b>	<b>5.1</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>12</b>	<b>76.8</b>	<b>11</b>	<b>82</b>					
CUNAGUA (CAYO COCO)																										
GLASGOW	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	33	0.0	94	1					
GATWICK	THOMAS COOK AIRLINES 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	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	48	100.0	3	4					
GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	1	0.0	0.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	20.0	67	100.0	2	4					
MANCHESTER	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	0.0	0	60.0	23	9					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	24	7					
<b>TOTAL CUNAGUA (CAYO COCO)</b>				<b>16</b>	<b>0</b>	<b>2</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>32</b>	<b>70.4</b>	<b>20</b>	<b>25</b>					

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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							
DALAMAN																							
	ABERDEEN	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	0.0	0.0	34	100.0	0	5
	ABERDEEN	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	80.0	4	5	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25.0	12.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	75.0	11	4	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	8	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	33	100.0	7	5	
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	0.0	29.4	23.5	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	18	0	0	0.0	0.0	27.8	33.3	27.8	11.1	0.0	0.0	0.0	0.0	0.0	30	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	50.0	25	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	46.2	27	26	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	23	0	0	0.0	21.7	39.1	17.4	17.4	4.3	0.0	0.0	0.0	0.0	0.0	17	52.4	29	21	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	4.5	31.8	13.6	31.8	18.2	0.0	0.0	0.0	0.0	0.0	33	31.8	41	22	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	30.8	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	157	12	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	35.7	50.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	24	30.8	158	13	
	BOURNEMOUTH	FREEBIRD AIRLINES	C	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	60.0	35	5	
	BOURNEMOUTH	FREEBIRD AIRLINES	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	25	60.0	31	5	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	0.0	9.1	18.2	27.3	18.2	27.3	0.0	0.0	0.0	0.0	0.0	46	83.3	14	12	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	15.4	38.5	23.1	23.1	0.0	0.0	0.0	0.0	0.0	44	66.7	18	12	
	BRISTOL	FREEBIRD AIRLINES	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	5	
	BRISTOL	FREEBIRD AIRLINES	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	27	100.0	5	5	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	23	0	0	13.0	13.0	4.3	26.1	13.0	21.7	8.7	0.0	0.0	0.0	0.0	41	76.9	11	13	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	0.0	31.8	13.6	13.6	36.4	0.0	4.5	0.0	0.0	0.0	48	53.8	23	13	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	BRISTOL	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	50	0.0	0	0	
	CARDIFF WALES	FREEBIRD AIRLINES	C	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	FREEBIRD AIRLINES	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	10	0.0	0	0		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33.3	0.0	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	23	4		
CARDIFF WALES	THOMAS COOK AIRLINES 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	25.0	41	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	47	88.9	3	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	0.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	44	88.9	4	9		
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	5		
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C	D	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	10	5		
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	5	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	15	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	7	0	1	0.0	25.0	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	12.5	24	75.0	12	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	33.3	11.1	0.0	44.4	0.0	0.0	11.1	0.0	0.0	91	75.0	18	4		
EAST MIDLANDS INTERNATIONAL	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	30	100.0	0	3		
EAST MIDLANDS INTERNATIONAL	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	11	100.0	6	4		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	33.3	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	35	50.0	48	8		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	20	8		
EDINBURGH	JET2.COM LTD	S	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	20	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0		
EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	20.0	0.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	80.0	5	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	8	80.0	12	5		
EXETER	FREEBIRD AIRLINES	C	A	8	0	0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
EXETER	FREEBIRD AIRLINES	C	D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	5	4		
GLASGOW	JET2.COM LTD	S	A	13	0	0	7.7	46.2	15.4	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	20	66.7	12	9		
GLASGOW	JET2.COM LTD	S	D	13	0	0	0.0	23.1	53.8	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	17	87.5	9	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	25	0	0	0.0	20.0	24.0	20.0	20.0	4.0	12.0	0.0	0.0	0.0	0.0	33	28.6	89	21		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	26	0	0	0.0	19.2	19.2	15.4	30.8	3.8	11.5	0.0	0.0	0.0	0.0	38	63.6	19	22		
GLASGOW	TUI AIRWAYS LTD	C	A	8	0	0	12.5	12.5	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	50.0	16	4		
GLASGOW	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	11	0	0	18.2	27.3	9.1	0.0	36.4	9.1	0.0	0.0	0.0	0.0	0.0	28	87.5	5	8		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 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			
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	11	0	0	0.0	18.2	36.4	0.0	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	30	55.6	12	9					
LEEDS BRADFORD	LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	12						
LEEDS BRADFORD	LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	5	12						
LEEDS BRADFORD	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
LEEDS BRADFORD	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0						
LEEDS BRADFORD	LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0						
LEEDS BRADFORD	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	53	0.0	0	0						
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	8.3	8.3	33.3	33.3	0.0	0.0	8.3	0.0	8.3	0.0	0.0	135	87.5	21	8						
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	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	6	37.5	29	8						
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	0.0	0.0	12.0	16.0	44.0	20.0	8.0	0.0	0.0	0.0	0.0	52	44.0	33	25						
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	0.0	40.0	44.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	23	60.0	22	25						
GATWICK	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	10	30						
GATWICK	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	7	31						
GATWICK	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	3	4						
GATWICK	GATWICK	PEGASUS AIRLINES	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	5	4						
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	S	A	58	0	2	13.3	20.0	11.7	11.7	20.0	13.3	3.3	1.7	1.7	0.0	3.3	55	70.5	18	44						
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	S	D	60	0	0	0.0	6.7	33.3	18.3	13.3	21.7	5.0	1.7	0.0	0.0	0.0	44	72.7	20	44						
GATWICK	GATWICK	TUI AIRWAYS LTD	C	A	26	0	0	0.0	15.4	11.5	19.2	26.9	11.5	11.5	3.8	0.0	0.0	0.0	53	70.0	22	9						
GATWICK	GATWICK	TUI AIRWAYS LTD	C	D	27	0	0	0.0	0.0	33.3	22.2	22.2	14.8	3.7	3.7	0.0	0.0	0.0	43	60.0	35	9						
LUTON	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	4	1						
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0						
LUTON	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	12						
LUTON	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	12						
LUTON	LUTON	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	50.0	0.0	25.0	0.0	0.0	0.0	12.5	0.0	0.0	61	0.0	0	0						
LUTON	LUTON	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	0.0	62.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	80	0.0	0	0						

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	0.0	44	0.0	0	0		
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	17	0	1	0.0	11.1	22.2	33.3	5.6	5.6	11.1	5.6	0.0	0.0	5.6	49	47.1	43	17			
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	18	0	0	0.0	16.7	38.9	16.7	5.6	5.6	5.6	11.1	0.0	0.0	0.0	44	64.7	28	17			
STANSTED	JET2.COM LTD	S A	15	0	0	6.7	0.0	66.7	0.0	6.7	13.3	6.7	0.0	0.0	0.0	0.0	26	0.0	0	0			
STANSTED	JET2.COM LTD	S D	13	0	0	0.0	7.7	69.2	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
STANSTED	THOMAS COOK AIRLINES LTD	S A	22	0	1	8.7	13.0	13.0	21.7	13.0	13.0	4.3	8.7	0.0	0.0	4.3	57	68.8	38	16			
STANSTED	THOMAS COOK AIRLINES LTD	S D	22	0	0	0.0	0.0	22.7	22.7	22.7	9.1	18.2	4.5	0.0	0.0	0.0	67	58.8	22	16			
STANSTED	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	77.8	11	9			
STANSTED	TUI AIRWAYS LTD	C 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	25	66.7	13	9			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	21	0	0	0.0	19.0	38.1	14.3	23.8	0.0	4.8	0.0	0.0	0.0	0.0	22	38.5	46	13			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	21	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	42	13			
MANCHESTER	FREEBIRD AIRLINES	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	6	0.0	0	0			
MANCHESTER	FREEBIRD AIRLINES	C 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	47	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	21	0	0	28.6	23.8	23.8	19.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	8	77.8	16	8			
MANCHESTER	JET2.COM LTD	S D	21	0	0	0.0	9.5	52.4	9.5	23.8	4.8	0.0	0.0	0.0	0.0	0.0	19	88.9	6	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	64.7	16	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	88.2	8	17			
MANCHESTER	PEGASUS AIRLINES	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	4			
MANCHESTER	PEGASUS AIRLINES	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	30	0.0	43	4			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	71	0	0	8.5	14.1	18.3	15.5	11.3	21.1	4.2	5.6	1.4	0.0	0.0	55	57.1	36	35			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	68	0	0	0.0	4.4	47.1	4.4	14.7	16.2	4.4	5.9	2.9	0.0	0.0	60	61.8	36	34			
MANCHESTER	TUI AIRWAYS LTD	C A	16	0	0	0.0	6.3	25.0	12.5	25.0	12.5	12.5	0.0	6.3	0.0	0.0	100	76.5	13	17			
MANCHESTER	TUI AIRWAYS LTD	C D	17	0	0	0.0	0.0	52.9	5.9	23.5	11.8	5.9	0.0	0.0	0.0	0.0	38	52.9	18	17			
NEWCASTLE	FREEBIRD AIRLINES	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	5	100.0	1	4			
NEWCASTLE	FREEBIRD AIRLINES	S D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	12	4			
NEWCASTLE	JET2.COM LTD	S A	14	0	0	7.1	50.0	7.1	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	18	100.0	1	8			
NEWCASTLE	JET2.COM LTD	S D	13	0	0	0.0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	24	77.8	12	9			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	26	0	0	30.8	26.9	23.1	3.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	3	17			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE												JUN 2017			
						NUMBER OF FLIGHTS																	
						MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE		THOMAS COOK AIRLINES LTD		S	D	25	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	13	88.9	8	18	
NEWCASTLE		TUI AIRWAYS LTD		S	A	10	0	0	0.0	10.0	40.0	30.0	0.0	10.0	0.0	10.0	0.0	0.0	36	80.0	8	5	
NEWCASTLE		TUI AIRWAYS LTD		S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	13	60.0	15	5	
<b>TOTAL DALAMAN</b>						<b>1326</b>	<b>0</b>	<b>5</b>	<b>4.4</b>	<b>12.8</b>	<b>31.8</b>	<b>17.9</b>	<b>16.6</b>	<b>10.7</b>	<b>3.2</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>36</b>	<b>67.0</b>	<b>24</b>	<b>1019</b>
DALLAS/FORT WORTH		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	55	1	
DALLAS/FORT WORTH		HEATHROW		AMERICAN AIRLINES		S	A	90	0	0	21.1	31.1	30.0	7.8	5.6	3.3	1.1	0.0	10	70.0	23	90	
DALLAS/FORT WORTH		HEATHROW		AMERICAN AIRLINES		S	D	90	0	1	1.1	39.6	41.8	7.7	6.6	1.1	1.1	0.0	1.1	9	81.1	19	90
DALLAS/FORT WORTH		HEATHROW		BRITISH AIRWAYS PLC		S	A	30	0	0	33.3	33.3	23.3	3.3	0.0	6.7	0.0	0.0	8	70.0	17	30	
DALLAS/FORT WORTH		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0.0	6.7	53.3	23.3	13.3	3.3	0.0	0.0	17	90.0	10	30	
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	90.0	3	30	
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	93.3	12	30	
<b>TOTAL DALLAS/FORT WORTH</b>						<b>240</b>	<b>0</b>	<b>1</b>	<b>12.4</b>	<b>31.5</b>	<b>36.5</b>	<b>9.1</b>	<b>6.2</b>	<b>2.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.4</b>	<b>17</b>	<b>301</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	88.9	5	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	77.8	10	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</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
DEBRECEN		LUTON		WIZZ AIR		S	A	42	0	0	35.7	31.0	14.3	11.9	2.4	4.8	0.0	0.0	8	84.6	11	39	
DEBRECEN		LUTON		WIZZ AIR		S	D	41	0	0	0.0	17.1	43.9	22.0	14.6	2.4	0.0	0.0	17	66.7	21	39	
<b>TOTAL DEBRECEN</b>						<b>83</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>24.1</b>	<b>28.9</b>	<b>16.9</b>	<b>8.4</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>75.6</b>	<b>16</b>	<b>78</b>	
DELHI		BIRMINGHAM		AIR INDIA		S	A	22	0	0	9.1	54.5	22.7	0.0	0.0	9.1	4.5	0.0	17	50.0	22	30	
DELHI		BIRMINGHAM		AIR INDIA		S	D	11	0	0	0.0	9.1	18.2	27.3	18.2	27.3	0.0	0.0	43	0.0	0	0	
DELHI		HEATHROW		AIR INDIA		S	A	60	0	0	35.0	40.0	10.0	8.3	3.3	0.0	3.3	0.0	9	75.0	12	60	
DELHI		HEATHROW		AIR INDIA		S	D	60	0	0	1.7	35.0	46.7	8.3	1.7	5.0	1.7	0.0	14	80.0	10	60	
DELHI		HEATHROW		BRITISH AIRWAYS PLC		S	A	60	0	0	13.3	25.0	28.3	10.0	11.7	5.0	5.0	0.0	27	83.3	16	60	
DELHI		HEATHROW		BRITISH AIRWAYS PLC		S	D	60	0	0	0.0	10.0	48.3	23.3	11.7	1.7	3.3	0.0	25	83.3	15	60	
DELHI		HEATHROW		JET AIRWAYS		S	A	30	0	0	33.3	43.3	20.0	0.0	3.3	0.0	0.0	0.0	2	33.3	27	30	
DELHI		HEATHROW		JET AIRWAYS		S	D	30	0	0	0.0	46.7	23.3	23.3	3.3	3.3	0.0	0.0	11	76.7	8	30	
DELHI		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	30	0	0	16.7	30.0	26.7	13.3	10.0	3.3	0.0	0.0	12	73.3	12	30	
DELHI		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	30	0	0	0.0	16.7	50.0	20.0	10.0	3.3	0.0	0.0	14	83.3	8	30	
<b>TOTAL DELHI</b>						<b>393</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>30.5</b>	<b>31.3</b>	<b>12.7</b>	<b>6.9</b>	<b>3.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>17</b>	<b>73.8</b>	<b>14</b>	<b>390</b>	

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

		Origin/Destinations: D																	JUN 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	
DENVER INTERNATIONAL																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	7.7	23.1	23.1	15.4	0.0	15.4	15.4	0.0	0.0	0.0	0.0	45	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	13	0	0	0.0	0.0	61.5	7.7	15.4	7.7	0.0	7.7	0.0	0.0	0.0	31	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	13.3	26.7	23.3	10.0	20.0	3.3	0.0	3.3	0.0	0.0	0.0	24	80.0	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	20.0	50.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	53.3	17	30	
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	6.7	23.3	36.7	13.3	6.7	0.0	6.7	6.7	0.0	0.0	0.0	37	0.0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	0.0	20.0	56.7	3.3	3.3	0.0	3.3	10.0	3.3	0.0	0.0	44	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>20.5</b>	<b>41.8</b>	<b>9.6</b>	<b>9.6</b>	<b>4.8</b>	<b>3.4</b>	<b>4.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>14</b>	<b>60</b>	
DETROIT																							
	HEATHROW	DELTA AIRLINES	S	A	43	0	0	18.6	23.3	48.8	2.3	4.7	2.3	0.0	0.0	0.0	0.0	0.0	8	93.0	29	43	
	HEATHROW	DELTA AIRLINES	S	D	42	0	0	0.0	54.8	38.1	2.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	90.7	6	43	
<b>TOTAL DETROIT</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>38.8</b>	<b>43.5</b>	<b>2.4</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.9</b>	<b>17</b>	<b>86</b>	
DHAKHA																							
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	15	0	0	0.0	26.7	46.7	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	20	15	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	15	0	0	0.0	13.3	40.0	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	18	66.7	17	15	
<b>TOTAL DHAKHA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>43.3</b>	<b>20.0</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>63.3</b>	<b>18</b>	<b>30</b>	
DINARD																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	23.1	53.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	94.1	6	17	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	17	
	STANSTED	RYANAIR	S	A	21	0	0	0.0	9.5	23.8	33.3	14.3	9.5	9.5	0.0	0.0	0.0	0.0	36	73.1	8	26	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	28.6	23.8	33.3	4.8	9.5	0.0	0.0	0.0	0.0	36	76.9	8	26	
<b>TOTAL DINARD</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>35.3</b>	<b>25.0</b>	<b>19.1</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>28</b>	<b>83.7</b>	<b>7</b>	<b>86</b>	
DOHA HAMAD																							
	BIRMINGHAM	QATAR AIRWAYS	S	A	30	0	0	30.0	63.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	5	30	
	BIRMINGHAM	QATAR AIRWAYS	S	D	30	0	0	0.0	33.3	46.7	16.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	13	73.3	12	30	
	CARDIFF WALES	QATAR AIRWAYS	S	A	26	0	0	80.8	19.2	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	QATAR AIRWAYS	S	D	26	0	0	0.0	50.0	30.8	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	EDINBURGH	QATAR AIRWAYS	S	A	30	0	0	50.0	33.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	10	30	
	EDINBURGH	QATAR AIRWAYS	S	D	30	0	0	6.7	43.3	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	11	30	
	GATWICK	QATAR AIRWAYS	S	A	66	0	0	3.0	33.3	54.5	6.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	QATAR AIRWAYS	S	D	66	0	0	0.0	19.7	51.5	19.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	30	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

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

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	4	30	
	HEATHROW	QATAR AIRWAYS	S	A	179	0	0	29.6	45.8	14.5	7.3	1.1	1.1	0.0	0.0	0.6	0.0	0.0	6	81.7	9	180
	HEATHROW	QATAR AIRWAYS	S	D	179	0	0	0.0	36.9	45.3	10.6	3.4	3.4	0.0	0.0	0.6	0.0	0.0	12	89.4	8	180
	MANCHESTER	QATAR AIRWAYS	S	A	69	0	0	33.3	40.6	24.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.8	5	67
	MANCHESTER	QATAR AIRWAYS	S	D	69	0	0	1.4	56.5	29.0	5.8	5.8	0.0	0.0	1.4	0.0	0.0	0.0	8	92.6	5	67
<b>TOTAL DOHA HAMAD</b>					<b>800</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>40.0</b>	<b>31.4</b>	<b>8.5</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.2</b>	<b>8</b>	<b>674</b>
DONCASTER SHEFFIELD																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	11	0	0	0.0	72.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	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	1	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	JERSEY	FLYBE LTD	S	A	30	0	0	0.0	30.0	43.3	16.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	66.7	15	30
	JERSEY	FLYBE LTD	S	D	30	0	0	0.0	26.7	40.0	23.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	13	46.7	22	30
	LEEDS BRADFORD	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	20	2
<b>TOTAL DONCASTER SHEFFIELD</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.3</b>	<b>39.8</b>	<b>15.7</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>0.0</b>	<b>9</b>	<b>57.1</b>	<b>18</b>	<b>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	0	84.2	20	19
	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	0	84.2	20	19
	GLASGOW	LOGANAIR LTD	S	A	18	0	1	15.8	31.6	26.3	5.3	10.5	5.3	0.0	0.0	0.0	0.0	5.3	13	0.0	0	0
	GLASGOW	LOGANAIR LTD	S	D	18	0	1	0.0	26.3	42.1	5.3	10.5	10.5	0.0	0.0	0.0	0.0	5.3	19	0.0	0	0
<b>TOTAL DONEGAL</b>					<b>36</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>28.9</b>	<b>34.2</b>	<b>5.3</b>	<b>10.5</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>16</b>	<b>84.2</b>	<b>20</b>	<b>38</b>
DORTMUND																						
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	3	3.3	26.7	40.0	10.0	3.3	6.7	0.0	0.0	0.0	0.0	10.0	13	73.3	13	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	3	3.3	20.0	46.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	8	86.7	9	30
	STANSTED	RYANAIR	S	A	29	0	1	0.0	26.7	30.0	10.0	16.7	10.0	0.0	3.3	0.0	0.0	3.3	28	76.7	10	30
	STANSTED	RYANAIR	S	D	29	0	1	0.0	13.3	36.7	23.3	6.7	13.3	3.3	0.0	0.0	0.0	3.3	27	73.3	13	30
<b>TOTAL DORTMUND</b>					<b>112</b>	<b>0</b>	<b>8</b>	<b>1.7</b>	<b>21.7</b>	<b>38.3</b>	<b>15.8</b>	<b>6.7</b>	<b>7.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>19</b>	<b>77.5</b>	<b>11</b>	<b>120</b>
DRESDEN																						
	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	87	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	83	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					JUN 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		SMALL PLANET AIRLINES GERMANY		C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100	0.0	0	0	
<b>TOTAL DRESDEN</b>								<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>92</b>	<b>0.0</b>	<b>87</b>	<b>1</b>		
DUBAI																											
		BIRMINGHAM		EMIRATES		S	A	60	0	0	51.7	31.7	15.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1	92.4	5	66		
		BIRMINGHAM		EMIRATES		S	D	60	0	0	0.0	38.3	41.7	13.3	3.3	1.7	1.7	0.0	0.0	0.0	0.0	10	80.6	10	66		
		GLASGOW		EMIRATES		S	A	60	0	0	38.3	43.3	16.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2	85.0	7	60		
		GLASGOW		EMIRATES		S	D	59	0	1	0.0	46.7	36.7	10.0	5.0	0.0	0.0	0.0	0.0	1.7	6	85.0	7	60			
		GATWICK		EMIRATES		S	A	90	0	0	41.1	36.7	17.8	2.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	2	81.1	10	90		
		GATWICK		EMIRATES		S	D	90	0	0	0.0	37.8	38.9	17.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	84.4	9	90		
		HEATHROW		BRITISH AIRWAYS PLC		S	A	73	0	0	45.2	32.9	13.7	5.5	1.4	0.0	1.4	0.0	0.0	0.0	0.0	4	88.9	10	63		
		HEATHROW		BRITISH AIRWAYS PLC		S	D	74	0	0	0.0	25.7	54.1	10.8	8.1	1.4	0.0	0.0	0.0	0.0	0.0	11	85.7	8	63		
		HEATHROW		EMIRATES		S	A	180	0	0	22.8	40.0	31.1	3.3	1.7	1.1	0.0	0.0	0.0	0.0	0.0	4	57.8	19	180		
		HEATHROW		EMIRATES		S	D	180	0	1	0.0	30.9	53.6	10.5	3.3	1.1	0.0	0.0	0.0	0.0	0.6	8	85.5	9	179		
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	29	0	1	30.0	40.0	20.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	3.3	3	91.7	6	24		
		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	30	0	0	3.3	56.7	16.7	6.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	10	92.0	3	25		
		STANSTED		EMIRATES		S	A	23	0	0	52.2	30.4	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
		STANSTED		EMIRATES		S	D	23	0	0	0.0	26.1	52.2	4.3	13.0	4.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
		MANCHESTER		EMIRATES		S	A	90	0	0	35.6	41.1	20.0	2.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2	84.4	6	90		
		MANCHESTER		EMIRATES		S	D	90	0	0	0.0	24.4	45.6	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	86.7	7	90		
		NEWCASTLE		EMIRATES		S	A	30	0	0	43.3	46.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	3	30		
		NEWCASTLE		EMIRATES		S	D	30	0	0	0.0	16.7	56.7	20.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	19	83.3	12	30		
<b>TOTAL DUBAI</b>								<b>1271</b>	<b>0</b>	<b>3</b>	<b>18.2</b>	<b>35.6</b>	<b>33.4</b>	<b>7.8</b>	<b>3.8</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>81.6</b>	<b>9</b>	<b>1206</b>		
DUBLIN																											
		ABERDEEN		AER LINGUS		S	A	43	0	0	18.6	20.9	39.5	9.3	7.0	2.3	2.3	0.0	0.0	0.0	0.0	12	77.1	10	48		
		ABERDEEN		AER LINGUS		S	D	43	0	0	0.0	37.2	44.2	11.6	4.7	0.0	2.3	0.0	0.0	0.0	0.0	9	87.5	5	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	0.0	0	100.0	0	1		
		BELFAST INTERNATIONAL		AER LINGUS		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		
		BIRMINGHAM		AER LINGUS		S	A	85	0	0	7.1	25.9	24.7	18.8	14.1	9.4	0.0	0.0	0.0	0.0	0.0	20	70.7	12	82		
		BIRMINGHAM		AER LINGUS		S	D	84	0	1	1.2	15.3	30.6	22.4	21.2	7.1	1.2	0.0	0.0	0.0	1.2	23	54.9	20	82		
		BIRMINGHAM		RYANAIR		S	A	158	0	0	7.6	30.4	31.0	13.3	10.1	5.7	1.3	0.6	0.0	0.0	0.0	16	82.2	7	129		
		BIRMINGHAM		RYANAIR		S	D	158	0	0	0.0	12.7	34.8	22.8	17.1	7.0	1.9	3.8	0.0	0.0	0.0	32	68.2	15	129		
		BIRMINGHAM		STOBART AIR		S	A	40	0	0	2.5	45.0	35.0	10.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	9	97.4	4	39		
		BIRMINGHAM		STOBART AIR		S	D	40	0	0	0.0	20.0	45.0	22.5	7.5	5.0	0.0	0.0	0.0	0.0	0.0	17	92.3	7	39		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	THY TURKISH AIRLINES	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	156	0.0	0	0		
BIRMINGHAM	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	0.0	18	0.0	60	1		
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	100.0	6	1		
BRISTOL	BMI REGIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
BRISTOL	RYANAIR	S A	86	0	0	1.2	20.9	32.6	24.4	14.0	5.8	1.2	0.0	0.0	0.0	0.0	20	68.3	13	60			
BRISTOL	RYANAIR	S D	86	0	0	0.0	10.5	45.3	16.3	16.3	7.0	2.3	1.2	1.2	0.0	0.0	29	53.3	20	60			
BRISTOL	STOBART AIR	S A	90	0	0	1.1	16.7	42.2	21.1	12.2	5.6	1.1	0.0	0.0	0.0	0.0	18	75.0	10	100			
BRISTOL	STOBART AIR	S D	90	0	0	0.0	23.3	40.0	18.9	11.1	5.6	1.1	0.0	0.0	0.0	0.0	17	81.0	14	100			
CARDIFF WALES	CITY JET	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1			
CARDIFF WALES	FLYBE LTD	S A	61	0	3	1.6	23.4	32.8	17.2	12.5	3.1	4.7	0.0	0.0	0.0	4.7	22	78.6	10	56			
CARDIFF WALES	FLYBE LTD	S D	61	0	3	0.0	31.3	43.8	3.1	9.4	4.7	3.1	0.0	0.0	0.0	4.7	16	94.6	3	56			
DONCASTER SHEFFIELD	FLYBE LTD	S A	30	0	0	3.3	20.0	56.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	73.3	13	30			
DONCASTER SHEFFIELD	FLYBE LTD	S D	30	0	0	0.0	66.7	26.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	7	30			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	55	0	0	5.5	27.3	27.3	20.0	16.4	3.6	0.0	0.0	0.0	0.0	0.0	16	85.7	5	56			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	55	0	0	0.0	34.5	32.7	12.7	14.5	3.6	1.8	0.0	0.0	0.0	0.0	16	83.9	6	56			
EAST MIDLANDS INTERNATIONAL	TYROL AIR AMBULANCE	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	AER LINGUS	S A	183	0	0	1.6	20.2	36.1	21.3	12.6	6.0	2.2	0.0	0.0	0.0	0.0	20	76.3	9	190			
EDINBURGH	AER LINGUS	S D	183	0	0	1.1	16.4	34.4	17.5	20.2	7.7	2.7	0.0	0.0	0.0	0.0	25	65.3	17	190			
EDINBURGH	RYANAIR	S A	99	0	0	10.1	29.3	30.3	7.1	17.2	6.1	0.0	0.0	0.0	0.0	0.0	16	77.8	9	99			
EDINBURGH	RYANAIR	S D	99	0	0	0.0	17.2	34.3	20.2	14.1	11.1	2.0	1.0	0.0	0.0	0.0	27	68.7	18	99			
EXETER	FLYBE LTD	S A	30	0	0	13.3	60.0	13.3	3.3	0.0	6.7	3.3	0.0	0.0	0.0	0.0	12	70.0	14	30			
EXETER	FLYBE LTD	S D	30	0	0	0.0	50.0	36.7	6.7	0.0	3.3	3.3	0.0	0.0	0.0	0.0	10	100.0	2	30			
GLASGOW	AER LINGUS	S A	132	0	0	2.3	27.3	37.9	13.6	12.9	4.5	1.5	0.0	0.0	0.0	0.0	17	84.1	7	151			
GLASGOW	AER LINGUS	S D	132	0	0	0.0	18.9	42.4	15.2	16.7	5.3	1.5	0.0	0.0	0.0	0.0	20	76.8	9	151			
GLASGOW	AIR TRANSAT	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	62	0.0	0	0			
GLASGOW	RYANAIR	S A	85	0	0	1.2	40.0	25.9	17.6	8.2	7.1	0.0	0.0	0.0	0.0	0.0	15	82.2	7	73			
GLASGOW	RYANAIR	S D	85	0	0	0.0	20.0	32.9	18.8	18.8	8.2	0.0	1.2	0.0	0.0	0.0	23	79.5	9	73			
ISLE OF MAN	AER LINGUS	S A	53	0	0	17.0	34.0	15.1	11.3	9.4	9.4	1.9	1.9	0.0	0.0	0.0	23	0.0	0	0			
ISLE OF MAN	AER LINGUS	S D	53	0	0	5.7	34.0	34.0	3.8	13.2	5.7	1.9	1.9	0.0	0.0	0.0	19	0.0	0	0			
JERSEY	STOBART AIR	S A	19	0	0	0.0	21.1	36.8	15.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	20	71.4	12	21			
JERSEY	STOBART AIR	S D	19	0	0	0.0	10.5	42.1	21.1	15.8	10.5	0.0	0.0	0.0	0.0	0.0	23	66.7	12	21			
LEEDS BRADFORD	AER LINGUS	S A	55	0	0	10.9	52.7	20.0	7.3	5.5	3.6	0.0	0.0	0.0	0.0	0.0	8	92.9	4	56			
LEEDS BRADFORD	AER LINGUS	S D	55	0	0	0.0	43.6	41.8	3.6	5.5	3.6	0.0	0.0	1.8	0.0	0.0	15	82.1	8	56			



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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
	LEEDS BRADFORD	RYANAIR	S	A	60	0	0	0.0	23.3	43.3	11.7	13.3	8.3	0.0	0.0	0.0	0.0	0.0	18	80.0	10	60
	LEEDS BRADFORD	RYANAIR	S	D	60	0	0	0.0	21.7	46.7	13.3	6.7	11.7	0.0	0.0	0.0	0.0	0.0	17	83.3	9	60
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	103	0	0	1.9	24.3	28.2	14.6	20.4	8.7	1.9	0.0	0.0	0.0	0.0	23	77.8	9	99
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	103	0	0	0.0	16.5	48.5	8.7	12.6	10.7	1.9	1.0	0.0	0.0	0.0	23	82.8	7	99
	LIVERPOOL (JOHN LENNON)	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	26	1	
	GATWICK	AER LINGUS	S	A	139	0	1	7.1	25.7	29.3	15.7	18.6	2.9	0.0	0.0	0.0	0.0	0.7	17	62.7	18	142
	GATWICK	AER LINGUS	S	D	137	0	3	0.7	19.3	40.7	7.9	20.7	8.6	0.0	0.0	0.0	0.0	2.1	21	62.7	19	142
	GATWICK	RYANAIR	S	A	205	0	0	3.9	29.8	32.7	16.1	11.7	3.9	2.0	0.0	0.0	0.0	0.0	16	72.3	12	206
	GATWICK	RYANAIR	S	D	205	0	0	0.0	11.7	38.5	23.4	19.0	5.4	2.0	0.0	0.0	0.0	0.0	24	55.8	22	206
	HEATHROW	AER LINGUS	S	A	370	0	4	11.2	34.8	25.7	15.0	8.6	3.2	0.3	0.3	0.0	0.0	1.1	12	78.0	11	395
	HEATHROW	AER LINGUS	S	D	369	0	5	0.3	48.1	29.1	10.2	7.0	3.2	0.5	0.3	0.0	0.0	1.3	11	79.4	10	394
	HEATHROW	BRITISH AIRWAYS PLC	S	A	220	0	0	8.6	37.7	33.6	12.7	5.9	1.4	0.0	0.0	0.0	0.0	0.0	8	76.1	11	230
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	0.0	30.5	53.2	10.9	4.5	0.5	0.5	0.0	0.0	0.0	0.0	8	80.0	10	230
	LONDON CITY	BA CITYFLYER LTD	S	A	135	0	2	6.6	26.3	32.1	19.7	12.4	0.7	0.0	0.7	0.0	0.0	1.5	14	75.4	14	122
	LONDON CITY	BA CITYFLYER LTD	S	D	136	0	2	0.0	42.0	31.9	10.9	11.6	0.7	1.4	0.0	0.0	0.0	1.4	12	69.7	16	122
	LONDON CITY	CITY JET	S	A	168	0	2	4.1	15.9	32.4	27.1	11.2	7.1	0.6	0.6	0.0	0.0	1.2	22	78.3	10	157
	LONDON CITY	CITY JET	S	D	163	0	7	0.0	9.4	27.6	25.9	19.4	12.4	0.6	0.6	0.0	0.0	4.1	30	61.4	17	166
	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	80.0	8	10
	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	3	1
	LUTON	RYANAIR	S	A	90	0	0	7.8	36.7	27.8	14.4	6.7	5.6	1.1	0.0	0.0	0.0	0.0	14	85.6	8	90
	LUTON	RYANAIR	S	D	90	0	0	0.0	21.1	51.1	10.0	10.0	4.4	1.1	2.2	0.0	0.0	0.0	19	81.1	8	90
	STANSTED	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	0.0	38	1
	STANSTED	CITY JET	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	STANSTED	RYANAIR	S	A	228	0	0	1.8	14.0	19.3	24.1	21.9	15.8	2.2	0.9	0.0	0.0	0.0	35	70.6	13	211
	STANSTED	RYANAIR	S	D	227	0	0	0.0	4.0	33.0	18.1	26.0	16.3	1.8	0.9	0.0	0.0	0.0	37	69.2	15	211
	MANCHESTER	AER LINGUS	S	A	143	0	2	8.3	26.2	35.9	15.2	9.0	3.4	0.7	0.0	0.0	0.0	1.4	14	86.3	6	146
	MANCHESTER	AER LINGUS	S	D	143	0	2	0.7	27.6	37.9	13.1	12.4	5.5	1.4	0.0	0.0	0.0	1.4	17	80.1	9	146
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	RYANAIR	S	A	159	0	0	5.0	23.3	35.8	13.2	14.5	4.4	3.1	0.6	0.0	0.0	0.0	22	76.2	12	151
	MANCHESTER	RYANAIR	S	D	159	0	0	0.0	10.7	30.8	24.5	19.5	8.8	3.1	2.5	0.0	0.0	0.0	34	60.9	23	151
	MANCHESTER	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	0	1

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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									
	NEWCASTLE	AER LINGUS	S	A	30	0	0	0.0	36.7	46.7	6.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	9	90.0	4	70	
	NEWCASTLE	AER LINGUS	S	D	30	0	0	0.0	36.7	43.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	11	91.4	4	70	
	NEWCASTLE	RYANAIR	S	A	55	0	0	1.8	41.8	30.9	10.9	7.3	7.3	0.0	0.0	0.0	0.0	0.0	12	85.7	8	56	
	NEWCASTLE	RYANAIR	S	D	55	0	0	0.0	21.8	45.5	14.5	7.3	10.9	0.0	0.0	0.0	0.0	0.0	17	75.0	13	56	
	SOUTHAMPTON	FLYBE LTD	S	A	109	0	1	4.5	20.0	31.8	13.6	15.5	12.7	0.9	0.0	0.0	0.0	0.9	23	80.9	7	89	
	SOUTHAMPTON	FLYBE LTD	S	D	109	0	1	0.0	19.1	55.5	10.0	9.1	5.5	0.0	0.0	0.0	0.0	0.9	13	80.0	9	90	
	SOUTHEND	CITY JET	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	40	0.0	0	0	
	SOUTHEND	CITY JET	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	43	0.0	0	0	
	SOUTHEND	STOBART AIR	S	A	81	0	1	3.7	4.9	31.7	15.9	12.2	20.7	2.4	4.9	2.4	0.0	1.2	72	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	79	0	2	1.2	30.9	29.6	6.2	6.2	12.3	4.9	4.9	1.2	0.0	2.5	41	0.0	0	0	
<b>TOTAL DUBLIN</b>					<b>7206</b>	<b>0</b>	<b>42</b>	<b>3.0</b>	<b>25.3</b>	<b>34.4</b>	<b>15.5</b>	<b>13.0</b>	<b>6.4</b>	<b>1.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>20</b>	<b>75.5</b>	<b>12</b>	<b>6917</b>	
DUBROVNIK	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	2	8	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	3	8	
	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	5	100.0	0	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	4	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	BIRMINGHAM	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	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	0.0	0	84.6	10	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	18	13	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	54	44.4	24	9	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	55	66.7	13	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	7	0	1	0.0	12.5	25.0	37.5	0.0	12.5	0.0	0.0	0.0	12.5	24	37.5	17	8		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	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	23	50.0	26	8	
	BRISTOL	TUI AIRWAYS LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	34	80.0	10	5	
	BRISTOL	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	32	60.0	22	5	
	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	3	80.0	5	5	
	DONCASTER SHEFFIELD	TUI AIRWAYS 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	2	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	5	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	14	87.5	9	8	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	TUI AIRWAYS LTD	S D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	0.0	30.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	53.8	24	13
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	10	0	0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	12	13
EDINBURGH	JET2.COM LTD	S A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	9
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	9
GLASGOW	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	0.0	0.0	15	100.0	1	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	0.0	5	100.0	0	4
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	189	80.0	29	5
GLASGOW	TUI AIRWAYS LTD	C D	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	0.0	182	80.0	24	5
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	10	9
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	12	9
GATWICK	BRITISH AIRWAYS PLC	S A	48	0	0	8.3	35.4	27.1	18.8	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	8	39
GATWICK	BRITISH AIRWAYS PLC	S D	48	0	0	0.0	18.8	58.3	16.7	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	79.5	12	39
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	40	0	0	0.0	7.5	32.5	20.0	20.0	15.0	0.0	2.5	2.5	0.0	0.0	0.0	0.0	47	47.4	25	38
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	40	0	0	0.0	17.5	52.5	12.5	12.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	16	76.3	14	38
GATWICK	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	9	21
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	0.0	0	71.4	11	21
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	11	87.5	6	8
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	2	87.5	6	8
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	0.0	0	0.0	0	0
GATWICK	TUI AIRWAYS LTD	S A	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	30	88.9	6	9
GATWICK	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	0.0	10	88.9	9	9
LUTON	EASYJET AIRLINE COMPANY LTD	S A	13	0	0	7.7	7.7	15.4	30.8	7.7	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	46	53.8	28	13
LUTON	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	23.1	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	76.9	28	13
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	25	0	1	0.0	26.9	26.9	30.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	3.8	0.0	18	76.9	30	26
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	26	0	0	0.0	57.7	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	22	26
STANSTED	JET2.COM LTD	S A	17	0	0	0.0	5.9	29.4	35.3	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	32	76.9	13	13
STANSTED	JET2.COM LTD	S D	17	0	0	0.0	17.6	64.7	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	84.6	10	13

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

		Origin/Destinations: D																	JUN 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	late	late	late	late	late	late	late	late	late	late	late	late
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	44.4	11.1	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	17.6	29.4	23.5	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	94.1	2	17
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	0.0	64.7	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	88.2	9	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	0.0	0	75.0	14	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	33.3	25	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES 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	23	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	12.5	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	77.8	7	9
	MANCHESTER	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	66.7	11	9
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	8
	NEWCASTLE	JET2.COM 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	87.5	7	8
	NEWCASTLE	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	6	0.0	0	0
	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	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	50.0	22	8
	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	87.5	14	8
	SOUTHEND	STOBART AIR	S	A	9	0	0	11.1	33.3	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	9	0	0	0.0	22.2	33.3	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL DUBROVNIK</b>					<b>616</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>23.5</b>	<b>40.6</b>	<b>16.0</b>	<b>10.4</b>	<b>4.2</b>	<b>0.6</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>76.2</b>	<b>14</b>	<b>642</b>
DUNDEE																						
	STANSTED	LOGANAIR LTD	S	A	46	0	0	4.3	37.0	28.3	23.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	47
	STANSTED	LOGANAIR LTD	S	D	46	0	0	0.0	37.0	30.4	17.4	13.0	2.2	0.0	0.0	0.0	0.0	0.0	12	75.0	9	47
<b>TOTAL DUNDEE</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.0</b>	<b>29.3</b>	<b>20.7</b>	<b>9.8</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>75.0</b>	<b>10</b>	<b>94</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	93.0	4	57
	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	89.5	5	57
	ABERDEEN	FLYBE LTD	S	A	55	0	3	13.8	34.5	29.3	12.1	3.4	1.7	0.0	0.0	0.0	0.0	5.2	7	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	53	0	4	0.0	21.1	43.9	14.0	5.3	7.0	1.8	0.0	0.0	0.0	7.0	16	0.0	0	0
	JERSEY	FLYBE LTD	S	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	23	50.0	30	4
	JERSEY	FLYBE 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	40	25.0	34	4
	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	9	0.0	0	0
<b>TOTAL DURHAM TEES VALLEY</b>					<b>119</b>	<b>0</b>	<b>7</b>	<b>6.3</b>	<b>26.2</b>	<b>36.5</b>	<b>12.7</b>	<b>6.3</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>13</b>	<b>87.7</b>	<b>6</b>	<b>122</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: D		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	
DUSSELDORF	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	64	0	2	3.0	30.3	31.8	15.2	12.1	3.0	1.5	0.0	0.0	0.0	3.0	16	67.3	16	49				
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	64	0	2	0.0	10.6	37.9	22.7	19.7	4.5	1.5	0.0	0.0	0.0	3.0	22	49.0	23	49				
	BIRMINGHAM	FLYBE LTD	S	A	95	0	2	1.0	44.3	28.9	10.3	7.2	6.2	0.0	0.0	0.0	0.0	2.1	12	64.7	15	117				
	BIRMINGHAM	FLYBE LTD	S	D	95	0	2	0.0	8.2	60.8	11.3	12.4	5.2	0.0	0.0	0.0	0.0	2.1	17	56.3	22	117				
	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	83.3	17	18				
	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	55.6	24	18				
	BRISTOL	BMI REGIONAL	S	A	20	0	5	12.0	8.0	24.0	8.0	24.0	4.0	0.0	0.0	0.0	0.0	20.0	21	23.5	54	33				
	BRISTOL	BMI REGIONAL	S	D	20	0	5	0.0	8.0	16.0	16.0	24.0	16.0	0.0	0.0	0.0	0.0	20.0	36	23.5	59	33				
	CARDIFF WALES	FLYBE 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	3	100.0	1	4				
	CARDIFF WALES	FLYBE LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4				
	EAST MIDLANDS INTERNATIONAL	AIR X CHARTER	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	42	0.0	0	0				
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	12	0	0	0.0	8.3	25.0	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	23	77.8	13	9				
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	12	0	0	0.0	0.0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	40	66.7	19	9				
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0				
	EDINBURGH	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	10	4				
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	11.5	30.8	23.1	3.8	11.5	15.4	0.0	3.8	0.0	0.0	0.0	32	54.5	23	22				
	GLASGOW	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	0.0	30.8	19.2	7.7	15.4	23.1	0.0	3.8	0.0	0.0	0.0	43	31.8	29	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	75.0	12	4				
	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	100.0	6	4				
	JERSEY	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	0.0	44.4	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0				
	JERSEY	EUROWINGS LUFTVERKEHRS	S	D	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0				
	JERSEY	FLYBE LTD	C	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
	JERSEY	FLYBE 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	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	50.0	25	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	33.3	19	2				
	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	84	1				
	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	3	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	100.0	9	4				

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

		Origin/Destinations: D																	JUN 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
								16.0	64.0	8.0	4.0	8.0	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	25	0	0	16.0	64.0	8.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	LEEDS BRADFORD	FLYBE LTD	S	D	25	0	0	0.0	52.0	40.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	6	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	88.5	6	26
	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	84.6	6	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	1	16.0	48.1	24.7	7.4	1.2	1.9	0.0	0.0	0.0	0.0	0.6	5	84.8	16	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	160	0	1	0.0	44.7	43.5	8.1	2.5	0.6	0.0	0.0	0.0	0.0	0.6	6	78.9	10	171
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	112	0	4	6.9	26.7	31.0	15.5	10.3	5.2	0.9	0.0	0.0	0.0	3.4	17	70.4	15	108
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	112	0	4	0.0	12.9	48.3	11.2	18.1	5.2	0.9	0.0	0.0	0.0	3.4	20	71.3	17	108
	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	77.8	9	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	0.0	0	87.5	11	8
	LONDON CITY	BA CITYFLYER LTD	S	A	76	0	7	3.6	38.6	21.7	7.2	8.4	9.6	2.4	0.0	0.0	0.0	8.4	20	90.8	8	65
	LONDON CITY	BA CITYFLYER LTD	S	D	76	0	7	1.2	31.3	21.7	12.0	12.0	10.8	2.4	0.0	0.0	0.0	8.4	24	73.1	15	67
	LONDON CITY	FLYBE LTD	S	A	66	0	1	9.0	61.2	17.9	9.0	0.0	1.5	0.0	0.0	0.0	0.0	1.5	4	84.9	14	73
	LONDON CITY	FLYBE LTD	S	D	66	0	1	0.0	49.3	26.9	11.9	7.5	3.0	0.0	0.0	0.0	0.0	1.5	11	53.4	25	73
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	64	0	1	1.5	13.8	38.5	15.4	20.0	9.2	0.0	0.0	0.0	0.0	1.5	24	36.7	25	60
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	64	0	1	0.0	6.2	36.9	21.5	18.5	15.4	0.0	0.0	0.0	0.0	1.5	29	38.3	26	60
	MANCHESTER	FLYBE LTD	S	A	75	0	1	5.3	32.9	38.2	7.9	6.6	5.3	2.6	0.0	0.0	0.0	1.3	14	69.2	18	78
	MANCHESTER	FLYBE LTD	S	D	76	0	0	0.0	14.5	51.3	11.8	10.5	9.2	1.3	1.3	0.0	0.0	0.0	22	70.5	18	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	0.0	0	100.0	4	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	0.0	0	84.6	7	13
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	0.0	4.0	60.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	19	61.1	14	18
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	0.0	8.0	60.0	12.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	20	66.7	12	18
	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	0.0	0	75.0	14	8
	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	0.0	0	87.5	7	8
	SOUTHAMPTON	FLYBE LTD	S	A	24	0	1	12.0	48.0	24.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	4	61.5	16	26
	SOUTHAMPTON	FLYBE LTD	S	D	25	0	0	0.0	32.0	32.0	24.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	18	26
<b>TOTAL DUSSELDORF</b>					<b>1731</b>	<b>0</b>	<b>48</b>	<b>3.7</b>	<b>30.5</b>	<b>34.5</b>	<b>12.0</b>	<b>10.2</b>	<b>5.7</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>67.7</b>	<b>18</b>	<b>1848</b>

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	106	0	0	2.8	66.0	17.9	4.7	4.7	3.8	0.0	0.0	0.0	0.0	0.0	7	83.9	11	111	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	106	0	0	0.0	42.5	40.6	5.7	6.6	4.7	0.0	0.0	0.0	0.0	0.0	9	85.7	8	111	
	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) 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	1	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) 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	
	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	22	1	
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	55	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	100.0	10	1	
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	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	0.0	36	1	
	EDINBURGH	FLYBE LTD	S	A	74	0	2	1.3	47.4	30.3	3.9	9.2	5.3	0.0	0.0	0.0	0.0	2.6	10	78.2	22	78	
	EDINBURGH	FLYBE LTD	S	D	75	0	1	0.0	30.3	48.7	5.3	5.3	9.2	0.0	0.0	0.0	0.0	1.3	13	85.9	15	78	
	GLASGOW	FLYBE LTD	S	A	68	0	3	0.0	36.6	22.5	15.5	7.0	7.0	7.0	0.0	0.0	0.0	4.2	25	84.6	15	78	
	GLASGOW	FLYBE LTD	S	D	68	0	3	0.0	32.4	36.6	5.6	5.6	12.7	1.4	1.4	0.0	0.0	4.2	24	87.2	15	78	
	JERSEY	FLYBE LTD	S	A	30	0	0	3.3	26.7	36.7	16.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	16	66.7	37	30	
	JERSEY	FLYBE LTD	S	D	30	0	0	0.0	43.3	36.7	3.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	12	63.3	39	30	
	GATWICK	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	MANCHESTER	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	45	0.0	0	0	
	NEWCASTLE	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	54	1	
	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	75.0	6	4	
	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	100.0	3	4	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>566</b>	<b>0</b>	<b>9</b>	<b>0.9</b>	<b>42.6</b>	<b>32.7</b>	<b>7.1</b>	<b>7.0</b>	<b>6.8</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>79.5</b>	<b>16</b>	<b>606</b>	
EDINBURGH																							
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	110	0	0	3.6	34.5	30.9	10.0	14.5	5.5	0.9	0.0	0.0	0.0	0.0	16	75.4	16	134		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	110	0	1	0.9	35.1	43.2	7.2	8.1	4.5	0.0	0.0	0.0	0.0	0.9	10	76.1	12	134		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	1.0	14.7	45.1	16.7	11.8	6.9	3.9	0.0	0.0	0.0	0.0	23	67.5	14	83		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	1.0	9.8	52.9	12.7	13.7	4.9	2.9	2.0	0.0	0.0	0.0	26	62.7	16	83		
BIRMINGHAM	FLYBE LTD	S	A	182	0	2	3.3	30.4	36.4	10.9	6.0	6.5	4.9	0.5	0.0	0.0	1.1	21	74.6	13	182		
BIRMINGHAM	FLYBE LTD	S	D	181	0	1	0.0	11.5	42.9	17.0	11.5	10.4	5.5	0.5	0.0	0.0	0.5	30	60.8	20	183		
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	47	1		
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	100.0	0	1		

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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						
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	102	0	4	5.7	19.8	28.3	11.3	17.9	10.4	0.9	1.9	0.0	0.0	3.8	29	70.4	19	108		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	102	0	3	0.0	21.0	35.2	14.3	11.4	11.4	1.0	1.9	1.0	0.0	2.9	34	75.0	19	108		
CARDIFF WALES	FLYBE LTD	S	A	55	0	0	0.0	18.2	38.2	12.7	16.4	7.3	7.3	0.0	0.0	0.0	0.0	30	73.1	14	52		
CARDIFF WALES	FLYBE LTD	S	D	55	0	0	0.0	16.4	50.9	10.9	10.9	7.3	3.6	0.0	0.0	0.0	0.0	22	82.7	12	52		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	75	0	1	6.6	40.8	34.2	3.9	6.6	6.6	0.0	0.0	0.0	0.0	1.3	10	78.2	16	77		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	74	0	2	0.0	27.6	47.4	6.6	9.2	6.6	0.0	0.0	0.0	0.0	2.6	13	71.8	23	78		
EXETER	FLYBE LTD	S	A	32	0	0	0.0	18.8	56.3	9.4	6.3	9.4	0.0	0.0	0.0	0.0	0.0	15	76.7	14	30		
EXETER	FLYBE LTD	S	D	30	0	0	0.0	6.7	43.3	23.3	16.7	10.0	0.0	0.0	0.0	0.0	0.0	24	83.3	12	30		
ISLE OF MAN	LOGANAIR LTD	S	A	18	0	0	11.1	33.3	16.7	5.6	0.0	16.7	16.7	0.0	0.0	0.0	0.0	44	0.0	0	0		
ISLE OF MAN	LOGANAIR LTD	S	D	18	0	0	11.1	27.8	22.2	5.6	5.6	16.7	11.1	0.0	0.0	0.0	0.0	35	0.0	0	0		
JERSEY	EASYJET AIRLINE COMPANY LTD	S	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	17	0.0	0	0		
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	22.2	11.1	0.0	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
JERSEY	FLYBE LTD	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	26	8		
JERSEY	FLYBE LTD	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	7	50.0	29	8		
GATWICK	BRITISH AIRWAYS PLC	S	A	98	0	0	10.2	40.8	31.6	9.2	4.1	3.1	1.0	0.0	0.0	0.0	0.0	11	74.5	14	98		
GATWICK	BRITISH AIRWAYS PLC	S	D	98	0	0	0.0	52.0	24.5	12.2	5.1	3.1	3.1	0.0	0.0	0.0	0.0	12	78.6	11	98		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	121	0	2	9.8	18.7	28.5	17.1	9.8	9.8	3.3	1.6	0.0	0.0	1.6	27	49.2	33	123		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	0.0	9.0	31.1	25.4	19.7	10.7	2.5	1.6	0.0	0.0	0.0	32	41.6	36	124		
HEATHROW	BRITISH AIRWAYS PLC	S	A	305	0	2	12.7	46.9	23.1	10.1	4.9	1.3	0.0	0.3	0.0	0.0	0.7	7	73.0	16	326		
HEATHROW	BRITISH AIRWAYS PLC	S	D	305	0	2	0.0	30.0	52.8	10.4	5.5	0.7	0.0	0.0	0.0	0.0	0.7	8	78.9	13	327		
HEATHROW	FLYBE LTD	S	A	115	0	0	2.6	36.5	34.8	13.0	8.7	2.6	1.7	0.0	0.0	0.0	0.0	13	85.2	6	108		
HEATHROW	FLYBE LTD	S	D	115	0	0	0.0	30.4	54.8	7.0	2.6	3.5	1.7	0.0	0.0	0.0	0.0	10	87.0	7	108		
LONDON CITY	BA CITYFLYER LTD	S	A	194	0	3	6.1	32.5	25.9	13.7	11.2	7.6	1.5	0.0	0.0	0.0	1.5	18	79.2	12	216		
LONDON CITY	BA CITYFLYER LTD	S	D	194	0	1	0.0	41.5	28.7	8.7	9.2	8.2	3.1	0.0	0.0	0.0	0.5	18	73.7	15	217		
LONDON CITY	FLYBE LTD	S	A	100	0	1	4.0	41.6	30.7	9.9	5.0	5.9	2.0	0.0	0.0	0.0	1.0	14	80.6	10	103		
LONDON CITY	FLYBE LTD	S	D	100	0	1	0.0	21.8	41.6	16.8	7.9	8.9	2.0	0.0	0.0	0.0	1.0	20	73.5	16	102		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	8.6	21.5	25.8	18.3	16.1	8.6	0.0	1.1	0.0	0.0	0.0	22	57.3	27	96		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	0.0	27.2	28.3	19.6	15.2	7.6	1.1	1.1	0.0	0.0	0.0	22	61.5	25	96		
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		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: E												JUN 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		
LUTON	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LUTON	WESTERN AIR CHARTER, INC, DBA JET EDGE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
STANSTED	AIR ONE	C	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						
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	104	0	1	5.7	24.8	21.9	20.0	8.6	8.6	4.8	4.8	0.0	0.0	1.0	35	65.7	22	108						
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	104	0	1	0.0	24.8	19.0	16.2	18.1	11.4	3.8	5.7	0.0	0.0	1.0	41	50.9	27	108						
STANSTED	RYANAIR	S	A	110	0	0	3.6	18.2	22.7	12.7	26.4	13.6	0.9	1.8	0.0	0.0	0.0	33	72.8	14	114						
STANSTED	RYANAIR	S	D	110	0	0	0.0	2.7	10.9	17.3	27.3	35.5	3.6	2.7	0.0	0.0	0.0	58	47.4	24	114						
MANCHESTER	AERONEXUS	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						
MANCHESTER	FLYBE LTD	S	A	97	0	0	0.0	13.4	62.9	17.5	2.1	3.1	1.0	0.0	0.0	0.0	0.0	14	71.4	15	112						
MANCHESTER	FLYBE LTD	S	D	97	0	0	0.0	14.4	58.8	13.4	7.2	4.1	2.1	0.0	0.0	0.0	0.0	15	77.7	16	112						
NEWCASTLE	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						
SOUTHAMPTON	FLYBE LTD	S	A	111	0	1	0.0	32.1	47.3	10.7	5.4	1.8	1.8	0.0	0.0	0.0	0.9	12	76.6	16	167						
SOUTHAMPTON	FLYBE LTD	S	D	110	0	0	0.0	20.0	58.2	9.1	6.4	3.6	0.9	1.8	0.0	0.0	0.0	17	78.8	14	165						
<b>TOTAL EDINBURGH</b>				<b>4281</b>	<b>0</b>	<b>29</b>	<b>3.1</b>	<b>27.3</b>	<b>36.1</b>	<b>12.9</b>	<b>10.1</b>	<b>7.0</b>	<b>2.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>71.3</b>	<b>17</b>	<b>4498</b>						
EDMONTON																											
GATWICK	WEST JET 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	11	50.0	17	2						
GATWICK	WEST JET AIRLINES	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	22	2						
<b>TOTAL EDMONTON</b>				<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>19</b>	<b>4</b>						
EINDHOVEN																											
EDINBURGH	RYANAIR	S	A	13	0	0	0.0	46.2	7.7	15.4	23.1	0.0	7.7	0.0	0.0	0.0	0.0	23	0.0	0	0						
EDINBURGH	RYANAIR	S	D	13	0	0	0.0	0.0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	22	0.0	0	0						
STANSTED	RYANAIR	S	A	58	0	2	0.0	20.0	23.3	16.7	26.7	5.0	1.7	3.3	0.0	0.0	3.3	32	88.3	5	59						
STANSTED	RYANAIR	S	D	59	0	1	0.0	0.0	20.0	21.7	38.3	16.7	1.7	0.0	0.0	0.0	1.7	43	63.3	13	59						
MANCHESTER	RYANAIR	S	A	17	0	0	0.0	0.0	11.8	47.1	23.5	11.8	5.9	0.0	0.0	0.0	0.0	44	17.6	47	17						
MANCHESTER	RYANAIR	S	D	17	0	0	0.0	5.9	47.1	11.8	29.4	0.0	5.9	0.0	0.0	0.0	0.0	24	35.3	40	17						
<b>TOTAL EINDHOVEN</b>				<b>177</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>10.6</b>	<b>25.0</b>	<b>21.1</b>	<b>28.9</b>	<b>8.3</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>35</b>	<b>64.9</b>	<b>17</b>	<b>152</b>						
ENFIDHA - HAMMAMET INTL																											
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	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	31	0.0	0	0						
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0						
BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	50	0.0	0	0						
BIRMINGHAM	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	18	0.0	0	0						
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0						
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: E										JUN 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	
GLASGOW	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	0.0	19	0.0	0	0						
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	17	0	0	0.0	47.1	17.6	0.0	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0						
GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	5.9	58.8	5.9	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0						
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0						
GATWICK	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	0.0	15	0.0	0	0						
STANSTED	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
STANSTED	THOMAS COOK AIRLINES 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	4	0.0	0	0						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0						
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0						
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	0.0	2	0.0	0	0						
NEWCASTLE	THOMAS COOK AIRLINES 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	43	0.0	0	0						
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	0.0	11	0.0	0	0						
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>				<b>120</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>25.0</b>	<b>30.0</b>	<b>18.3</b>	<b>14.2</b>	<b>8.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
ERFURT																												
JERSEY	AUSTRIAN 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	0.0	26	0.0	0	0						
JERSEY	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	100.0	14	1						
<b>TOTAL ERFURT</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>14</b>	<b>1</b>						
ESBJERG																												
ABERDEEN	BMI REGIONAL	S	A	20	0	1	14.3	57.1	4.8	14.3	0.0	0.0	4.8	0.0	0.0	0.0	4.8	12	88.0	5	25							
ABERDEEN	BMI REGIONAL	S	D	20	0	1	0.0	52.4	23.8	14.3	0.0	0.0	4.8	0.0	0.0	0.0	4.8	12	92.0	3	25							
<b>TOTAL ESBJERG</b>				<b>40</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>54.8</b>	<b>14.3</b>	<b>14.3</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>4.8</b>	<b>12</b>	<b>90.0</b>	<b>4</b>	<b>50</b>							
ESSAOUIRA																												
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	0	1							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	8							
<b>TOTAL ESSAOUIRA</b>				<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>28.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>17</b>							
EXETER																												
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	31	0	1	3.1	31.3	37.5	9.4	9.4	6.3	0.0	0.0	0.0	0.0	3.1	14	80.0	13	30							

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	30	0	0	0.0	43.3	43.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	74.2	15	31
	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	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	7	0	0	0.0	14.3	28.6	42.9	0.0	0.0	0.0	14.3	0.0	0.0	0.0	38	50.0	104	2
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	16	0.0	36	2	
	EDINBURGH	FLYBE LTD	S	A	30	0	0	0.0	20.0	36.7	16.7	16.7	10.0	0.0	0.0	0.0	0.0	21	90.0	11	30	
	EDINBURGH	FLYBE LTD	S	D	30	0	0	0.0	10.0	53.3	20.0	10.0	6.7	0.0	0.0	0.0	0.0	18	76.7	15	30	
	GLASGOW	FLYBE LTD	S	A	29	0	0	0.0	20.7	37.9	27.6	6.9	6.9	0.0	0.0	0.0	0.0	16	76.7	16	30	
	GLASGOW	FLYBE LTD	S	D	30	0	0	0.0	20.0	60.0	10.0	6.7	3.3	0.0	0.0	0.0	0.0	10	80.0	14	30	
	JERSEY	FLYBE LTD	S	A	30	0	1	0.0	41.9	25.8	12.9	9.7	6.5	0.0	0.0	0.0	0.0	3.2	15	88.2	15	51
	JERSEY	FLYBE LTD	S	D	49	0	2	2.0	43.1	27.5	13.7	3.9	5.9	0.0	0.0	0.0	0.0	3.9	11	62.7	21	51
	LONDON CITY	FLYBE LTD	S	A	30	0	0	10.0	46.7	23.3	6.7	3.3	6.7	0.0	3.3	0.0	0.0	19	96.6	4	29	
	LONDON CITY	FLYBE LTD	S	D	30	0	0	0.0	20.0	60.0	13.3	3.3	3.3	0.0	0.0	0.0	0.0	11	82.1	11	28	
	MANCHESTER	FLYBE LTD	S	A	80	0	1	3.7	50.6	32.1	7.4	1.2	3.7	0.0	0.0	0.0	0.0	1.2	7	87.5	7	112
	MANCHESTER	FLYBE LTD	S	D	80	0	1	0.0	14.8	56.8	7.4	13.6	3.7	2.5	0.0	0.0	0.0	1.2	17	90.2	7	112
	NEWCASTLE	FLYBE LTD	S	A	30	0	0	3.3	43.3	33.3	10.0	6.7	0.0	0.0	3.3	0.0	0.0	15	70.0	17	30	
	NEWCASTLE	FLYBE LTD	S	D	30	0	0	0.0	33.3	43.3	13.3	3.3	3.3	0.0	3.3	0.0	0.0	17	63.3	20	30	
	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	50.0	36	4	
	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	75.0	11	4	
<b>TOTAL EXETER</b>					<b>552</b>	<b>0</b>	<b>6</b>	<b>1.8</b>	<b>31.9</b>	<b>40.3</b>	<b>12.2</b>	<b>7.0</b>	<b>4.7</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>81.3</b>	<b>13</b>	<b>636</b>

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

		Origin/Destinations: F																	JUN 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 CITY (GEORGE BEST)	ACM AIR CHARTER LUFTFAHT	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
		BELFAST CITY (GEORGE BEST)	EFS EUROPEAN FLIGHT SERVICE AB	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
		BELFAST CITY (GEORGE BEST)	EFS EUROPEAN FLIGHT SERVICE AB	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
		BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) 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	11	0.0	0	0
		BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) 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	106	0.0	0	0
		BELFAST INTERNATIONAL	NETJETS TRANSPORTES AEREOS	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
		BELFAST INTERNATIONAL	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL FARNBOROUGH</b>						<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>42.9</b>	<b>14.3</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>0.0</b>	<b>0</b>	<b>0</b>
FARO		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	12	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	5
		ABERDEEN	RYANAIR	S	A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8	
		ABERDEEN	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	17	87.5	11	8	
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	30	0	0	3.3	50.0	36.7	10.0	0.0	0.0	0.0	0.0	0.0	4	86.7	12	30	
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	30	0	0	0.0	70.0	26.7	3.3	0.0	0.0	0.0	0.0	0.0	1	96.7	3	30	
		BELFAST CITY (GEORGE BEST)	AIR HAMBURG	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	
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	10.9	41.3	30.4	8.7	2.2	4.3	2.2	0.0	0.0	11	90.5	6	42	
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	2.2	6.5	73.9	2.2	8.7	4.3	2.2	0.0	0.0	15	92.9	5	42	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	26	0	0	46.2	34.6	19.2	0.0	0.0	0.0	0.0	0.0	0.0	1	95.5	1	22	
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	26	0	0	0.0	30.8	65.4	3.8	0.0	0.0	0.0	0.0	0.0	3	100.0	1	22	
		BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	4	100.0	0	9	
		BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	19	77.8	10	9	
		BIRMINGHAM	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	4	0.0	0	0	
		BIRMINGHAM	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	20	0.0	0	0	
		BIRMINGHAM	JET2.COM LTD	S	A	47	0	0	34.0	29.8	17.0	6.4	8.5	0.0	4.3	0.0	0.0	13	80.0	15	30	
		BIRMINGHAM	JET2.COM LTD	S	D	47	0	0	0.0	17.0	59.6	12.8	4.3	2.1	0.0	4.3	0.0	19	73.3	21	30	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	76.7	9	43		
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	72.1	13	43		
BIRMINGHAM	RYANAIR	S A	30	0	0	0	23.3	40.0	20.0	3.3	3.3	0.0	6.7	3.3	0.0	0.0	0.0	20	100.0	1	30		
BIRMINGHAM	RYANAIR	S D	30	0	0	0	0.0	6.7	60.0	16.7	6.7	3.3	0.0	6.7	0.0	0.0	0.0	27	93.3	8	30		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	5	0	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	5	4		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	5	0	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	12	4		
BIRMINGHAM	TUI AIRWAYS LTD	C A	12	0	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	19	13		
BIRMINGHAM	TUI AIRWAYS LTD	C D	12	0	0	0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	27	13		
BOURNEMOUTH	RYANAIR	S A	17	0	0	0	0.0	47.1	29.4	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	17		
BOURNEMOUTH	RYANAIR	S D	17	0	0	0	0.0	0.0	52.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	17	94.1	19	17		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	70	0	1	0	0.0	26.8	35.2	11.3	15.5	9.9	0.0	0.0	0.0	0.0	1.4	21	63.2	17	68		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	69	0	0	0	0.0	13.0	40.6	20.3	13.0	11.6	0.0	0.0	1.4	0.0	0.0	35	55.9	21	68		
BRISTOL	RYANAIR	S A	30	0	0	0	10.0	40.0	20.0	13.3	6.7	6.7	3.3	0.0	0.0	0.0	0.0	17	66.7	18	30		
BRISTOL	RYANAIR	S D	30	0	0	0	0.0	10.0	56.7	13.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	20	56.7	25	30		
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	75.0	11	4		
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	33	75.0	11	4		
CARDIFF WALES	FLYBE LTD	S A	20	1	0	0	9.5	4.8	38.1	14.3	9.5	9.5	4.8	4.8	0.0	4.8	0.0	39	76.5	8	17		
CARDIFF WALES	FLYBE LTD	S D	21	0	0	0	0.0	0.0	47.6	9.5	23.8	4.8	14.3	0.0	0.0	0.0	0.0	41	70.6	10	17		
CARDIFF WALES	RYANAIR	S A	9	0	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9		
CARDIFF WALES	RYANAIR	S D	9	0	0	0	0.0	33.3	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	100.0	5	9		
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	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	19	100.0	5	5		
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	5		
DONCASTER SHEFFIELD	FLYBE LTD	S A	13	0	0	0	0.0	38.5	38.5	15.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	20	76.9	21	13		
DONCASTER SHEFFIELD	FLYBE LTD	S D	13	0	0	0	0.0	30.8	46.2	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	18	76.9	12	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	8	0	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	100.0	2	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0	12.5	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	88.9	4	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	38	0	1	0	25.6	43.6	15.4	10.3	0.0	2.6	0.0	0.0	0.0	0.0	2.6	5	95.3	3	43		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	39	0	0	0	0.0	56.4	30.8	5.1	2.6	5.1	0.0	0.0	0.0	0.0	0.0	6	90.7	4	43		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	56	0	0	0	0.0	23.2	37.5	19.6	12.5	3.6	1.8	0.0	1.8	0.0	0.0	41	80.4	11	56		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	56	0	0	0	0.0	7.1	73.2	16.1	1.8	1.8	0.0	0.0	0.0	0.0	0.0	11	83.9	7	56		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	25	1		
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	40.0	31	5		
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	80.0	17	5		
EDINBURGH	JET2.COM LTD	S A	26	0	0	0	11.5	46.2	30.8	7.7	0.0	0.0	0.0	3.8	0.0	0.0	0.0	11	83.3	5	24		
EDINBURGH	JET2.COM LTD	S D	26	0	0	0	0.0	50.0	42.3	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	13	83.3	7	24		
EDINBURGH	RYANAIR	S A	17	0	0	0	11.8	23.5	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	7	17		
EDINBURGH	RYANAIR	S D	17	0	0	0	0.0	17.6	41.2	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	82.4	18	17		
EXETER	FLYBE LTD	S A	8	1	0	0	0.0	33.3	33.3	0.0	0.0	22.2	0.0	0.0	0.0	11.1	0.0	23	75.0	12	8		
EXETER	FLYBE LTD	S D	9	0	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	87.5	11	8		
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	60.0	8	5		
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
GLASGOW	BA CITYFLYER LTD	C A	4	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
GLASGOW	BA CITYFLYER LTD	C 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	3	100.0	5	4		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	12	0	0	0	16.7	33.3	25.0	0.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	31	85.7	4	14		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	12	0	0	0	0.0	33.3	25.0	16.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	29	85.7	6	14		
GLASGOW	JET2.COM LTD	S A	30	0	0	0	43.3	50.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.3	3	30		
GLASGOW	JET2.COM LTD	S D	30	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	96.7	3	30		
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	100.0	6	1		
LEEDS BRADFORD	JET2.COM LTD	S A	53	0	1	29.6	44.4	13.0	5.6	3.7	0.0	1.9	0.0	0.0	0.0	0.0	1.9	6	93.9	3	49		
LEEDS BRADFORD	JET2.COM LTD	S D	53	0	0	0.0	26.4	47.2	11.3	13.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0	11	93.8	4	48		
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	61.9	22	21		
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	85.7	14	21		
LEEDS BRADFORD	RYANAIR	S A	21	0	0	4.8	23.8	57.1	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	95.5	1	22		
LEEDS BRADFORD	RYANAIR	S D	21	0	0	0.0	28.6	61.9	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	4	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	0.0	0	100.0	2	5		
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	0.0	0	100.0	0	5		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	34	0	1	14.3	42.9	20.0	14.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	2.9	7	82.4	10	34		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	35	0	1	0.0	63.9	22.2	8.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.8	5	88.2	7	34		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE												JUN 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)
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	31	0	0	6.5	58.1	22.6	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	96.7	2	30	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	30	0	0	0.0	20.0	66.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	93.3	3	30	
GATWICK	BRITISH AIRWAYS PLC	S	A	95	0	0	24.2	34.7	23.2	3.2	8.4	5.3	1.1	0.0	0.0	0.0	0.0	12	75.0	15	68	
GATWICK	BRITISH AIRWAYS PLC	S	D	95	0	0	0.0	16.8	51.6	12.6	12.6	6.3	0.0	0.0	0.0	0.0	0.0	16	69.1	19	68	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	132	0	1	11.3	33.8	23.3	12.0	8.3	7.5	1.5	1.5	0.0	0.0	0.8	20	69.0	21	129	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	129	0	0	0.0	14.0	55.8	10.1	12.4	7.0	0.0	0.8	0.0	0.0	0.0	19	60.8	20	129	
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	75.4	12	65	
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	89.2	9	65	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	29	9	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	14	9	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	14	0	0	0.0	21.4	35.7	7.1	21.4	0.0	0.0	14.3	0.0	0.0	0.0	41	46.7	17	13	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	0	0.0	15.4	46.2	7.7	15.4	7.7	0.0	7.7	0.0	0.0	0.0	29	71.4	10	13	
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	54	87.5	6	8	
GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	62.5	12.5	0.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	65	100.0	2	8	
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	47.1	41.2	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	90.9	3	11	
HEATHROW	BRITISH AIRWAYS PLC	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	13	90.9	7	11	
LONDON CITY	BA CITYFLYER LTD	S	A	18	0	1	0.0	47.4	26.3	10.5	5.3	5.3	0.0	0.0	0.0	0.0	5.3	10	84.2	7	19	
LONDON CITY	BA CITYFLYER LTD	S	D	19	0	0	0.0	36.8	36.8	21.1	0.0	5.3	0.0	0.0	0.0	0.0	0.0	10	68.4	17	19	
LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	161	1	
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	14.1	30.8	29.5	9.0	11.5	5.1	0.0	0.0	0.0	0.0	0.0	12	69.2	17	78	
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	0.0	16.7	53.8	11.5	12.8	5.1	0.0	0.0	0.0	0.0	0.0	15	72.7	19	77	
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	76.7	10	30	
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	10	30	
LUTON	RYANAIR	S	A	22	0	0	4.5	36.4	45.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	6	21	
LUTON	RYANAIR	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	22	76.2	13	21	
LUTON	TUI AIRWAYS LTD	C	A	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	21	55.6	18	9	
LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	55.6	13	9	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	VISTAJET LTD MALTA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	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	0.0	0	100.0	0	1	
STANSTED	BA CITYFLYER 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	4	4	
STANSTED	BA CITYFLYER LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	18	4	
STANSTED	JET2.COM LTD	S A	30	0	0	6.7	26.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	30	
STANSTED	JET2.COM LTD	S D	30	0	0	0.0	30.0	50.0	13.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	10	96.7	3	30	
STANSTED	RYANAIR	S A	69	0	0	1.4	15.9	29.0	14.5	26.1	10.1	1.4	1.4	0.0	0.0	0.0	29	80.9	7	68		
STANSTED	RYANAIR	S D	69	0	0	0.0	1.4	34.8	29.0	23.2	11.6	0.0	0.0	0.0	0.0	0.0	26	83.8	10	68		
STANSTED	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	18	9		
STANSTED	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	88.9	10	9		
MANCHESTER	BRITISH AIRWAYS PLC	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
MANCHESTER	FLYBE LTD	C A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
MANCHESTER	FLYBE LTD	C 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	0.0	0	0		
MANCHESTER	JET2.COM LTD	S A	67	0	0	16.4	43.3	25.4	7.5	3.0	3.0	1.5	0.0	0.0	0.0	0.0	10	79.5	7	44		
MANCHESTER	JET2.COM LTD	S D	67	0	0	0.0	11.9	70.1	9.0	4.5	3.0	0.0	1.5	0.0	0.0	0.0	13	80.0	11	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	55.8	17	43		
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	76.7	10	43		
MANCHESTER	RYANAIR	S A	71	0	1	8.3	40.3	37.5	5.6	4.2	2.8	0.0	0.0	0.0	0.0	1.4	8	98.3	2	60		
MANCHESTER	RYANAIR	S D	71	0	1	0.0	1.4	43.1	30.6	12.5	11.1	0.0	0.0	0.0	0.0	1.4	25	66.7	13	60		
MANCHESTER	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	16	88.9	18	9		
MANCHESTER	THOMAS COOK AIRLINES LTD	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	25	100.0	9	9		
MANCHESTER	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	25.0	25.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	58	69.2	12	13		
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	25.0	50.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	68	69.2	18	13		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	25	0	0	12.0	32.0	52.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	11	92.0	4	25		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	25	0	0	0.0	52.0	44.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	13	84.0	8	25		
NEWCASTLE	JET2.COM LTD	S A	30	0	0	46.7	40.0	6.7	0.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	6	96.7	2	30		
NEWCASTLE	JET2.COM LTD	S D	30	0	0	0.0	10.0	80.0	0.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	14	86.7	7	30		
NEWCASTLE	RYANAIR	S A	17	0	0	29.4	47.1	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	4	17		
NEWCASTLE	RYANAIR	S D	17	0	0	0.0	5.9	76.5	11.8	0.0	0.0	0.0	0.0	5.9	0.0	0.0	74	82.4	10	17		
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	40.0	13	5		
NEWCASTLE	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	5		
SOUTHAMPTON	FLYBE LTD	S A	12	0	0	0.0	16.7	58.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	28	13		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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								
SOUTHAMPTON		FLYBE LTD		S	D	13	0	0	0.0	7.7	61.5	7.7	15.4	0.0	0.0	7.7	0.0	0.0	0.0	30	61.5	28	13															
SOUTHEND		EASYJET AIRLINE COMPANY LTD		S	A	32	0	2	26.5	32.4	14.7	8.8	2.9	0.0	5.9	2.9	0.0	0.0	5.9	20	76.6	17	47															
SOUTHEND		EASYJET AIRLINE COMPANY LTD		S	D	33	0	1	0.0	47.1	32.4	0.0	8.8	2.9	2.9	2.9	0.0	0.0	2.9	22	80.4	14	46															
<b>TOTAL FARO</b>						<b>3018</b>	<b>2</b>	<b>12</b>	<b>7.2</b>	<b>28.5</b>	<b>39.3</b>	<b>10.6</b>	<b>7.8</b>	<b>4.2</b>	<b>0.8</b>	<b>0.9</b>	<b>0.2</b>	<b>0.1</b>	<b>0.4</b>	<b>16</b>	<b>79.5</b>	<b>11</b>	<b>3306</b>															
FEZ																																						
GATWICK		AIR ARABIA MAROC		S	A	8	0	0	50.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	9	2															
GATWICK		AIR ARABIA MAROC		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	0	2															
STANSTED		RYANAIR		S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8																
STANSTED		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	21	75.0	11	8															
<b>TOTAL FEZ</b>						<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>34.4</b>	<b>9.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.0</b>	<b>5</b>	<b>20</b>															
FIGARI																																						
BELFAST CITY (GEORGE BEST)		TAG AVIATION (UK) 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																
GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	4	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	50.0	28	4															
GATWICK		EASYJET AIRLINE COMPANY 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	23	50.0	14	4															
HEATHROW		BRITISH AIRWAYS PLC		C	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	31	75.0	7	4															
HEATHROW		BRITISH AIRWAYS PLC		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	14	100.0	3	4															
HEATHROW		BRITISH AIRWAYS PLC		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	37	0.0	0	0															
HEATHROW		BRITISH AIRWAYS PLC		S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0															
STANSTED		AIR CORSICA		S	A	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0																
STANSTED		AIR CORSICA		S	D	5	0	0	0.0	0.0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	104	0.0	0	0															
<b>TOTAL FIGARI</b>						<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>11.4</b>	<b>8.6</b>	<b>25.7</b>	<b>28.6</b>	<b>17.1</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>68.8</b>	<b>13</b>	<b>16</b>															
FLORENCE																																						
BIRMINGHAM		BRITISH AIRWAYS PLC		S	A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	46	3															
BIRMINGHAM		BRITISH AIRWAYS PLC		S	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	47	3															
BRISTOL		BRITISH AIRWAYS PLC		S	A	5	0	0	0.0	20.0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	82	0.0	64	4															
BRISTOL		BRITISH AIRWAYS PLC		S	D	5	0	0	0.0	0.0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	120	0.0	71	3															
EDINBURGH		BA CITYFLYER LTD		S	A	5	0	0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0															
EDINBURGH		BA CITYFLYER LTD		S	D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	36	0.0	0	0															
GATWICK		VUELING AIRLINES		S	A	34	0	1	5.7	2.9	14.3	14.3	25.7	17.1	11.4	5.7	0.0	0.0	2.9	59	44.8	24	29															

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

		Origin/Destinations: F																	JUN 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	VUELING AIRLINES	S	D	34	0	1	0.0	5.7	11.4	20.0	17.1	22.9	14.3	5.7	0.0	0.0	2.9	68	36.7	40	30
	LONDON CITY	BA CITYFLYER LTD	S	A	35	0	1	0.0	11.1	30.6	11.1	22.2	11.1	5.6	5.6	0.0	0.0	2.8	43	62.5	24	40
	LONDON CITY	BA CITYFLYER LTD	S	D	39	0	0	0.0	20.5	41.0	7.7	17.9	7.7	5.1	0.0	0.0	0.0	0.0	23	70.7	21	41
	LONDON CITY	CITY JET	S	A	27	0	1	32.1	32.1	10.7	7.1	7.1	3.6	0.0	3.6	0.0	0.0	3.6	17	87.5	5	16
	LONDON CITY	CITY JET	S	D	28	0	1	0.0	34.5	37.9	10.3	10.3	0.0	0.0	3.4	0.0	0.0	3.4	19	33.3	21	30
	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	92.3	3	13
	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	5	1
	LUTON	VUELING AIRLINES	S	A	13	0	0	15.4	23.1	23.1	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	91.7	4	12
	LUTON	VUELING AIRLINES	S	D	13	0	0	0.0	7.7	23.1	15.4	30.8	23.1	0.0	0.0	0.0	0.0	0.0	38	76.9	33	13
	STANSTED	BA CITYFLYER LTD	S	A	9	0	0	0.0	11.1	33.3	0.0	22.2	22.2	0.0	11.1	0.0	0.0	0.0	60	50.0	15	8
	STANSTED	BA CITYFLYER LTD	S	D	8	0	0	0.0	12.5	25.0	0.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	70	75.0	9	8
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0
	SOUTHEND	BA CITYFLYER LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL FLORENCE</b>					<b>282</b>	<b>0</b>	<b>5</b>	<b>4.9</b>	<b>17.1</b>	<b>24.7</b>	<b>10.5</b>	<b>18.1</b>	<b>12.9</b>	<b>5.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>41</b>	<b>56.8</b>	<b>23</b>	<b>254</b>
FORT LAUDERDALE																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	30.8	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7	8	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	1	0.0	30.8	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	7.7	9	0.0	0	0
	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	22.2	80	9
	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	75.0	21	8
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	15.4	15.4	15.4	7.7	7.7	30.8	0.0	7.7	0.0	0.0	0.0	53	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	13	0	0	0.0	0.0	46.2	30.8	7.7	7.7	0.0	7.7	0.0	0.0	0.0	47	0.0	0	0
<b>TOTAL FORT LAUDERDALE</b>					<b>50</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>19.2</b>	<b>32.7</b>	<b>11.5</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>30</b>	<b>47.1</b>	<b>52</b>	<b>17</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	0.0	0.0	0	70.9	15	55
	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	0.0	0.0	0	90.9	5	55
	BIRMINGHAM	LUFTHANSA	S	A	113	0	2	0.0	17.4	42.6	18.3	16.5	3.5	0.0	0.0	0.0	0.0	1.7	16	66.4	14	109
	BIRMINGHAM	LUFTHANSA	S	D	113	0	2	0.0	5.2	60.0	18.3	8.7	4.3	0.0	1.7	0.0	0.0	1.7	20	60.9	18	110
	BRISTOL	BMI REGIONAL	S	A	70	0	6	0.0	22.4	18.4	17.1	15.8	13.2	3.9	1.3	0.0	0.0	7.9	36	39.0	42	75
	BRISTOL	BMI REGIONAL	S	D	70	0	5	0.0	13.3	36.0	12.0	16.0	9.3	5.3	1.3	0.0	0.0	6.7	33	44.7	41	75

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	LUFTHANSA	S A	59	0	1	0.0	18.3	28.3	25.0	20.0	5.0	1.7	0.0	0.0	0.0	0.0	1.7	21	73.3	11	60		
EDINBURGH	LUFTHANSA	S D	59	0	1	0.0	10.0	28.3	26.7	20.0	10.0	1.7	1.7	0.0	0.0	1.7	31	73.3	16	60			
GLASGOW	LUFTHANSA	S A	30	0	0	0.0	16.7	30.0	23.3	23.3	6.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
GLASGOW	LUFTHANSA	S D	30	0	0	0.0	3.3	40.0	13.3	30.0	13.3	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
GATWICK	SILK WAY AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
HEATHROW	BRITISH AIRWAYS PLC	S A	191	0	1	7.3	32.8	30.2	14.1	9.9	3.6	1.6	0.0	0.0	0.0	0.5	15	72.5	17	167			
HEATHROW	BRITISH AIRWAYS PLC	S D	191	0	1	0.0	39.6	43.8	9.9	3.6	2.6	0.0	0.0	0.0	0.0	0.5	8	82.0	10	167			
HEATHROW	LUFTHANSA	S A	347	0	9	0.3	15.2	39.3	23.6	15.4	3.7	0.0	0.0	0.0	0.0	2.5	18	62.6	18	340			
HEATHROW	LUFTHANSA	S D	346	0	10	0.0	13.5	42.1	19.4	15.7	6.2	0.3	0.0	0.0	0.0	2.8	19	62.1	19	338			
HEATHROW	UNITED AIRLINES	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0			
LONDON CITY	BA CITYFLYER LTD	S A	92	0	5	2.1	44.3	25.8	8.2	11.3	2.1	0.0	1.0	0.0	0.0	5.2	13	79.3	13	87			
LONDON CITY	BA CITYFLYER LTD	S D	91	0	5	0.0	29.2	31.3	10.4	16.7	6.3	1.0	0.0	0.0	0.0	5.2	18	51.1	26	88			
LONDON CITY	LUFTHANSA	S A	78	0	6	1.2	34.5	29.8	10.7	11.9	4.8	0.0	0.0	0.0	0.0	7.1	14	71.8	17	78			
LONDON CITY	LUFTHANSA	S D	77	0	7	0.0	15.5	36.9	14.3	19.0	6.0	0.0	0.0	0.0	0.0	8.3	21	46.2	27	78			
STANSTED	LUFTHANSA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1			
STANSTED	RYANAIR	S A	56	0	4	0.0	11.7	31.7	16.7	15.0	11.7	0.0	6.7	0.0	0.0	6.7	43	0.0	0	0			
STANSTED	RYANAIR	S D	56	0	4	0.0	0.0	15.0	23.3	28.3	21.7	5.0	0.0	0.0	0.0	6.7	47	0.0	0	0			
MANCHESTER	LUFTHANSA	S A	140	0	1	0.7	17.0	51.8	16.3	12.1	1.4	0.0	0.0	0.0	0.0	0.7	13	84.2	8	114			
MANCHESTER	LUFTHANSA	S D	139	0	2	0.0	6.4	58.2	17.0	12.8	3.5	0.7	0.0	0.0	0.0	1.4	17	80.0	10	112			
MANCHESTER	RYANAIR	S A	21	0	0	0.0	0.0	14.3	33.3	38.1	9.5	4.8	0.0	0.0	0.0	0.0	39	0.0	0	0			
MANCHESTER	RYANAIR	S D	21	0	0	0.0	0.0	4.8	14.3	42.9	33.3	4.8	0.0	0.0	0.0	0.0	56	0.0	0	0			
<b>TOTAL FRANKFURT MAIN</b>			<b>2391</b>	<b>0</b>	<b>72</b>	<b>0.8</b>	<b>19.1</b>	<b>38.3</b>	<b>17.3</b>	<b>14.7</b>	<b>5.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>20</b>	<b>66.9</b>	<b>18</b>	<b>2170</b>			
FRIEDRICHSHAFEN																							
	SOUTHAMPTON	VOLOTEA	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
FUERTEVENTURA																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S A	8	0	0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4			
	BELFAST 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	3	75.0	4	4			
	BIRMINGHAM	JET2.COM LTD	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	11	66.7	12	9			
	BIRMINGHAM	JET2.COM LTD	S D	8	0	0	0.0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	26	33.3	31	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	62.5	13	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	50.0	22	8			
	BIRMINGHAM	RYANAIR	S A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9			

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	7	88.9	9	9			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	33.3	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	75.0	18	12			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	33.3	40	12			
BIRMINGHAM	TUI AIRWAYS LTD	C A	8	0	0	12.5	12.5	12.5	0.0	37.5	12.5	0.0	0.0	12.5	0.0	0.0	179	75.0	15	8			
BIRMINGHAM	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	33	62.5	27	8			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	8	8			
BRISTOL	EASYJET AIRLINE COMPANY LTD	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	25	62.5	20	8			
BRISTOL	TUI AIRWAYS LTD	C 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	2	100.0	0	3			
BRISTOL	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	50.0	13	4			
EAST MIDLANDS INTERNATIONAL	AIR ALLIANCE EXPRESS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
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	10	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	50.0	20	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	19	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	25.0	23	8			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	100.0	2	8			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	100.0	3	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	33	50.0	13	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	34	75.0	9	4			
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	11	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	10	4			
EDINBURGH	JET2.COM LTD	S A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	12	8			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	5	9			
EDINBURGH	RYANAIR	S A	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	10	9			
EDINBURGH	RYANAIR	S D	8	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	77.8	12	9			
GLASGOW	JET2.COM LTD	S A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	2	9			
GLASGOW	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	7	100.0	8	9			
GLASGOW	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	8	66.7	6	3			
GLASGOW	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	8	100.0	0	4			
GLASGOW	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	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	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	13	8	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	15	9	
	LEEDS BRADFORD	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	3	100.0	1	9	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	9	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	20.0	20.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	33	80.0	23	5	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	60.0	39	5	
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	15	88.9	21	9	
	LIVERPOOL (JOHN LENNON)	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	7	100.0	0	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	0.0	40.0	40.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	15	47.6	20	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	23.8	57.1	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9	66.7	13	21	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	33	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	8	25.0	43	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	44.4	11.1	0.0	22.2	11.1	0.0	0.0	11.1	0.0	0.0	64	62.5	12	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	11.1	0.0	0.0	76	50.0	17	8	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	22	8	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	8	8	
	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	11	87.5	4	8	
	LUTON	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	14	87.5	8	8	
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	42	50.0	26	4	
	LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	37	25.0	28	4	
	STANSTED	JET2.COM LTD	S	A	13	0	0	7.7	38.5	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	66.7	14	9	
	STANSTED	JET2.COM LTD	S	D	13	0	0	0.0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	16	55.6	20	9	
	STANSTED	RYANAIR	S	A	17	0	0	29.4	47.1	5.9	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	17	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	82.4	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	8	100.0	6	17	
	STANSTED	THOMAS COOK AIRLINES 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	12	60.0	23	5	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	THOMAS COOK AIRLINES 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	19	75.0	9	4	
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	75.0	14	4	
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	36	100.0	1	4	
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	31.3	50.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	14	13	
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	18.8	43.8	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	14	76.9	15	13	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	16	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	62.5	20	8	
	MANCHESTER	RYANAIR	S	A	13	0	0	38.5	7.7	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	62.5	17	8	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	20	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	7.1	7.1	28.6	7.1	14.3	14.3	14.3	0.0	7.1	0.0	0.0	87	66.7	18	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	23.1	7.7	23.1	0.0	23.1	0.0	7.7	0.0	0.0	97	76.9	11	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	7.7	38.5	7.7	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	25	75.0	6	12	
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	35.7	0.0	21.4	28.6	0.0	0.0	0.0	0.0	0.0	37	50.0	15	12	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	9	
	NEWCASTLE	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	6	100.0	3	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	11	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	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	21	87.5	20	8	
<b>TOTAL FUERTEVENTURA</b>					<b>620</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>24.7</b>	<b>36.8</b>	<b>11.9</b>	<b>10.3</b>	<b>5.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.1</b>	<b>13</b>	<b>635</b>	
FUNCHAL																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	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	7	0.0	0	0	
	BIRMINGHAM	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	3	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0	77.8	9	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	20	4	
	BIRMINGHAM	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	26	75.0	11	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	40	9	
	BRISTOL	EASYJET AIRLINE COMPANY 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	44.4	14	9	
	EAST MIDLANDS 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	2	100.0	0	4	

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	75.0	9	4		
EAST MIDLANDS INTERNATIONAL	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	100.0	0	4		
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	2	100.0	1	4		
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	66.7	28	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	44.4	26	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	20	0.0	0	0		
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GLASGOW	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	0.0	1	75.0	11	4		
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		
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	4	1		
LEEDS BRADFORD	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	0.0	13	100.0	1	4		
LEEDS BRADFORD	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	9	100.0	0	4		
GATWICK	BRITISH AIRWAYS PLC	S A	39	0	0	56.4	12.8	17.9	2.6	2.6	2.6	2.6	2.6	0.0	0.0	0.0	0.0	14	73.1	21	26		
GATWICK	BRITISH AIRWAYS PLC	S D	38	0	0	0.0	23.7	52.6	10.5	10.5	2.6	0.0	0.0	0.0	0.0	0.0	0.0	13	73.1	18	26		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	30	0	0	10.0	56.7	20.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	63.3	17	30		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	30	0	0	0.0	10.0	60.0	13.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	14	53.3	19	30		
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	52.9	22	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	0.0	0	88.2	12	17		
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	11.1	44.4	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	77.8	7	9		
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	55.6	16	9		
LUTON	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	2	100.0	0	4		
LUTON	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	0.0	0.0	4	100.0	6	4		
STANSTED	JET2.COM LTD	S A	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	4	9		
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	44.4	0.0	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	90.0	2	9		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	0.0	44.4	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	43	44.4	29	9		
MANCHESTER	JET2.COM LTD	S A	9	0	0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9		
MANCHESTER	JET2.COM LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	7	9		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8
	MANCHESTER	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	62.5	21	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	75.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9
	MANCHESTER	TUI AIRWAYS LTD	C	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	11	66.7	12	9
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	4
<b>TOTAL FUNCHAL</b>					<b>339</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>30.1</b>	<b>38.1</b>	<b>8.6</b>	<b>5.6</b>	<b>2.9</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.9</b>	<b>14</b>	<b>363</b>



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GANDER	GATWICK	BRITISH AIRWAYS PLC	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GANDER</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>	
GATWICK	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	18.5	29.6	22.2	16.7	3.7	9.3	0.0	0.0	0.0	0.0	0.0	15	69.1	22	55	
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	0.0	25.9	25.9	22.2	16.7	9.3	0.0	0.0	0.0	0.0	0.0	23	56.4	29	55	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	174	0	1	4.6	30.9	32.6	11.4	16.0	2.3	1.7	0.0	0.0	0.0	0.6	15	64.9	22	174	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	175	0	0	0.6	5.1	48.0	13.7	23.4	6.3	1.7	1.1	0.0	0.0	0.0	26	57.5	28	174	
	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	68.3	15	120	
	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	76.7	11	120	
	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	91	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	100.0	6	2	
	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	112	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	2	
	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	0.0	76	2	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	EDINBURGH	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	1	0.0	0	0	
	EDINBURGH	BA CITYFLYER LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	97	0	0	9.3	43.3	27.8	8.2	7.2	1.0	3.1	0.0	0.0	0.0	0.0	12	77.6	10	98	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	97	0	0	0.0	39.2	38.1	13.4	4.1	4.1	1.0	0.0	0.0	0.0	0.0	13	78.6	13	98	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	123	0	0	4.9	23.6	28.5	17.1	15.4	6.5	2.4	1.6	0.0	0.0	0.0	26	50.4	31	124	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	121	0	1	0.0	23.8	26.2	19.7	13.9	9.0	4.1	2.5	0.0	0.0	0.8	31	44.8	34	123	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	98	0	1	8.1	40.4	32.3	8.1	7.1	2.0	1.0	0.0	0.0	0.0	1.0	10	75.0	12	100	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	97	0	1	0.0	39.8	39.8	12.2	5.1	2.0	0.0	0.0	0.0	0.0	1.0	9	74.0	14	100	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	98	0	1	7.1	33.3	29.3	12.1	10.1	6.1	0.0	1.0	0.0	0.0	1.0	16	51.0	23	100	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	98	0	1	0.0	25.3	32.3	17.2	14.1	8.1	1.0	1.0	0.0	0.0	1.0	21	55.0	27	100	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	10.6	37.9	22.7	16.7	10.6	1.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0							
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	66	0	1	1.5	29.9	31.3	16.4	13.4	4.5	0.0	0.0	1.5	0.0	1.5	37	0.0	0	0							
JERSEY	BRITISH AIRWAYS PLC	S	A	134	0	3	3.6	40.9	30.7	11.7	7.3	2.2	0.0	1.5	0.0	0.0	2.2	13	81.6	9	141							
JERSEY	BRITISH AIRWAYS PLC	S	D	134	0	3	0.0	45.3	32.1	13.9	4.4	0.7	0.0	1.5	0.0	0.0	2.2	11	77.3	11	141							
JERSEY	EASTERN AIRWAYS	S	A	5	0	1	0.0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	7	0.0	0	0							
JERSEY	EASTERN AIRWAYS	S	D	5	0	1	0.0	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	2	0.0	0	0							
JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	91	0	1	4.3	40.2	33.7	8.7	2.2	6.5	3.3	0.0	0.0	0.0	1.1	17	58.9	20	95							
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	91	0	1	3.3	28.3	44.6	9.8	2.2	6.5	2.2	2.2	0.0	0.0	1.1	20	51.6	25	95							
JERSEY	TITAN AIRWAYS LTD	S	A	6	0	0	16.7	16.7	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
JERSEY	TITAN AIRWAYS LTD	S	D	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
HEATHROW	EMIRATES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	20	1							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	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	23	50.0	41	2							
<b>TOTAL GATWICK</b>				<b>1898</b>	<b>0</b>	<b>17</b>	<b>3.7</b>	<b>31.5</b>	<b>33.2</b>	<b>13.5</b>	<b>10.5</b>	<b>4.5</b>	<b>1.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>64.8</b>	<b>20</b>	<b>2025</b>							
GAZIANTEP																												
LUTON	SUNEXPRESS	S	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	50	0.0	0	0							
<b>TOTAL GAZIANTEP</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>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>							
GDANSK																												
ABERDEEN	WIZZ AIR	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	3	80.0	11	10							
ABERDEEN	WIZZ AIR	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	70.0	15	10							
BELFAST INTERNATIONAL	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	0.0	1	100.0	3	8							
BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	31	75.0	9	8							
BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	100.0	6	8							
BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	50.0	17	8							
BRISTOL	RYANAIR	S	A	10	0	0	0.0	10.0	50.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	36	44.4	17	9							
BRISTOL	RYANAIR	S	D	10	0	0	0.0	10.0	50.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	35	66.7	14	9							
DONCASTER SHEFFIELD	WIZZ AIR	S	A	18	0	0	11.1	50.0	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	89.5	12	19							
DONCASTER SHEFFIELD	WIZZ AIR	S	D	18	0	0	5.6	33.3	22.2	22.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	20	84.2	13	19							
EDINBURGH	RYANAIR	S	A	13	0	0	7.7	30.8	38.5	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	20	92.3	15	13							
EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	69.2	8	13							

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8	
	LEEDS BRADFORD	RYANAIR	S	A	17	0	0	11.8	58.8	17.6	0.0	5.9	0.0	5.9	0.0	0.0	0.0	11	88.2	8	17	
	LEEDS BRADFORD	RYANAIR	S	D	17	0	0	0.0	17.6	64.7	5.9	5.9	0.0	5.9	0.0	0.0	0.0	14	82.4	11	17	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	0.0	28.6	35.7	14.3	21.4	0.0	0.0	0.0	0.0	0.0	16	58.8	20	17	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	0.0	14.3	21.4	28.6	35.7	0.0	0.0	0.0	0.0	0.0	22	58.8	20	17	
	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	35	1	
	LUTON	WIZZ AIR	S	A	78	0	0	2.6	51.3	29.5	7.7	5.1	1.3	1.3	1.3	0.0	0.0	12	82.7	12	75	
	LUTON	WIZZ AIR	S	D	77	0	0	0.0	6.5	45.5	27.3	15.6	2.6	2.6	0.0	0.0	0.0	21	72.0	22	75	
	STANSTED	RYANAIR	S	A	51	0	0	2.0	39.2	17.6	0.0	29.4	9.8	0.0	2.0	0.0	0.0	30	66.0	21	53	
	STANSTED	RYANAIR	S	D	51	0	0	0.0	5.9	27.5	27.5	25.5	13.7	0.0	0.0	0.0	0.0	31	59.6	20	52	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	46.2	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	69.2	31	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	8	13	
	NEWCASTLE	RYANAIR	S	A	8	0	2	0.0	40.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	20.0	11	100.0	1	9	
	NEWCASTLE	RYANAIR	S	D	8	0	2	0.0	10.0	40.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	49	100.0	5	9	
<b>TOTAL GDANSK</b>					<b>495</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>28.7</b>	<b>35.5</b>	<b>12.8</b>	<b>12.4</b>	<b>5.4</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>74.9</b>	<b>16</b>	<b>518</b>
GENEVA																						
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	14.3	50.0	14.3	7.1	14.3	0.0	0.0	0.0	0.0	20	0.0	0	0	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	7.1	35.7	7.1	21.4	14.3	7.1	0.0	0.0	0.0	7.1	36	0.0	0	0
	BRISTOL	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	12	1	
	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	0	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	40	0	3	0.0	7.0	18.6	27.9	23.3	11.6	4.7	0.0	0.0	7.0	37	39.1	33	46	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	40	0	3	0.0	0.0	32.6	25.6	18.6	11.6	2.3	2.3	0.0	0.0	7.0	41	34.8	33	46
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	44	0	1	0.0	4.4	22.2	17.8	26.7	17.8	8.9	0.0	0.0	2.2	46	54.5	20	44	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	44	0	1	0.0	11.1	26.7	24.4	17.8	15.6	2.2	0.0	0.0	2.2	35	68.2	17	44	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	0.0	17.4	52.2	13.0	17.4	0.0	0.0	0.0	0.0	0.0	12	75.0	18	20	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	65.2	26.1	0.0	4.3	4.3	0.0	0.0	0.0	0.0	6	75.0	21	20	
	LIVERPOOL (JOHN LENNON)	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	20	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	174	0	0	0.6	19.5	31.0	18.4	15.5	12.6	1.1	1.1	0.0	0.0	29	58.8	26	176	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	174	0	0	0.0	8.0	35.6	19.0	24.1	11.5	1.1	0.6	0.0	0.0	29	50.8	26	176	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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 SWITZERLAND	S	A	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	EASYJET SWITZERLAND	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	220	0	1	7.2	38.9	35.7	10.0	6.8	0.9	0.0	0.0	0.0	0.0	0.5	9	80.0	10	235	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	1	0.0	45.2	41.6	5.9	5.4	0.9	0.5	0.0	0.0	0.0	0.5	7	83.0	8	235	
	HEATHROW	SWISS AIRLINES	S	A	142	0	3	0.0	30.3	35.9	15.9	10.3	5.5	0.0	0.0	0.0	0.0	2.1	16	67.1	19	143	
	HEATHROW	SWISS AIRLINES	S	D	141	0	5	0.0	15.8	34.9	21.9	15.8	6.8	1.4	0.0	0.0	0.0	3.4	21	66.9	17	142	
	LONDON CITY	BA CITYFLYER LTD	S	A	44	0	5	4.1	40.8	24.5	6.1	12.2	2.0	0.0	0.0	0.0	0.0	10.2	12	88.7	5	53	
	LONDON CITY	BA CITYFLYER LTD	S	D	44	0	5	0.0	36.7	32.7	8.2	10.2	2.0	0.0	0.0	0.0	0.0	10.2	11	80.8	14	52	
	LONDON CITY	SWISS AIRLINES	S	A	51	0	2	11.3	58.5	15.1	5.7	1.9	3.8	0.0	0.0	0.0	0.0	3.8	6	93.9	4	66	
	LONDON CITY	SWISS AIRLINES	S	D	51	0	2	0.0	34.0	41.5	5.7	9.4	5.7	0.0	0.0	0.0	0.0	3.8	12	78.8	13	66	
	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	59	0	1	3.3	18.3	30.0	8.3	20.0	15.0	1.7	1.7	0.0	0.0	1.7	32	51.9	32	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	0.0	10.0	55.0	18.3	8.3	6.7	0.0	1.7	0.0	0.0	0.0	20	37.0	34	54	
	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	2	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	66.7	0	2	
	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	4	3	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	0.0	15.0	23.3	20.0	21.7	16.7	1.7	0.0	0.0	0.0	1.7	33	30.4	43	54	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	0.0	5.0	53.3	16.7	20.0	1.7	1.7	0.0	0.0	0.0	1.7	21	25.0	39	54	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	15	9	
	NEWCASTLE	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	7	77.8	18	9	
<b>TOTAL GENEVA</b>					<b>1757</b>	<b>0</b>	<b>43</b>	<b>1.5</b>	<b>25.1</b>	<b>35.2</b>	<b>14.2</b>	<b>13.3</b>	<b>6.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>65.6</b>	<b>19</b>	<b>1810</b>	
GENOA																							
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	44.4	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	34	0.0	0	0	
	GLASGOW	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	13	0.0	0	0	
	GLASGOW	BA CITYFLYER LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	30	0	0	3.3	36.7	33.3	16.7	6.7	0.0	0.0	0.0	3.3	0.0	0.0	21	80.0	11	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	30.0	53.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	8	76.7	8	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	STANSTED	RYANAIR	S	A	25	0	1	0.0	0.0	23.1	11.5	30.8	23.1	3.8	3.8	0.0	0.0	3.8	50	42.3	20	26
	STANSTED	RYANAIR	S	D	25	0	1	0.0	0.0	19.2	26.9	30.8	15.4	3.8	0.0	0.0	0.0	3.8	39	65.4	15	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	9.1	9.1	45.5	9.1	18.2	9.1	0.0	0.0	0.0	0.0	22	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	9.1	36.4	36.4	9.1	9.1	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL GENOA</b>					<b>179</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>21.0</b>	<b>35.4</b>	<b>14.4</b>	<b>13.8</b>	<b>6.6</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>1.1</b>	<b>23</b>	<b>67.0</b>	<b>13</b>	<b>112</b>
GIBRALTAR																						
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.6	14	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	47.1	25	17	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	25.0	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	10	76.9	6	13	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	11	13	
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	42.9	19.0	14.3	4.8	9.5	4.8	0.0	4.8	0.0	0.0	21	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	46	0	3	4.1	28.6	22.4	10.2	6.1	20.4	0.0	2.0	0.0	0.0	6.1	30	63.3	16	47
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	0.0	14.6	56.3	12.5	8.3	8.3	0.0	0.0	0.0	0.0	18	70.8	13	47	
	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	72.2	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	72.2	13	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	19.1	42.6	25.5	2.1	2.1	4.3	0.0	4.3	0.0	0.0	19	87.0	14	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	0.0	37.5	52.1	8.3	2.1	0.0	0.0	0.0	0.0	0.0	5	80.9	14	47	
	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	81.0	9	21	
	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	76.2	14	21	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	15.4	23.1	30.8	0.0	15.4	7.7	0.0	0.0	0.0	31	50.0	57	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	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	12	62.5	48	8	

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

		Origin/Destinations: G																	JUN 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
	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	90.5	7	21
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	12	21
<b>TOTAL GIBRALTAR</b>					<b>281</b>	<b>0</b>	<b>3</b>	<b>7.7</b>	<b>26.4</b>	<b>38.7</b>	<b>12.0</b>	<b>5.3</b>	<b>7.0</b>	<b>0.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>74.1</b>	<b>15</b>	<b>383</b>
GIRONA																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	3	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	11	9
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	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	40	77.8	13	9
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	25.0	37.5	0.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	27	75.0	11	8
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	0.0	50.0	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	44	55.6	24	9
	BIRMINGHAM	RYANAIR	S	A	14	0	0	0.0	28.6	35.7	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	46.2	25	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	28.6	35.7	14.3	0.0	14.3	0.0	0.0	0.0	0.0	36	46.2	30	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	186	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	1	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	36	62.5	14	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	38	62.5	16	8
	BOURNEMOUTH	RYANAIR	S	A	18	0	0	0.0	22.2	22.2	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	24	94.1	20	17
	BOURNEMOUTH	RYANAIR	S	D	18	0	0	0.0	5.6	61.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	94.1	4	17
	BRISTOL	RYANAIR	S	A	21	0	0	0.0	28.6	9.5	28.6	14.3	9.5	9.5	0.0	0.0	0.0	0.0	38	63.6	16	22
	BRISTOL	RYANAIR	S	D	21	0	0	0.0	0.0	28.6	28.6	9.5	28.6	4.8	0.0	0.0	0.0	0.0	45	36.4	42	22
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	50.0	23	4
	BRISTOL	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	24	75.0	17	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	11.1	11.1	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	6	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	22.2	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	25	88.9	4	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	79	50.0	18	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	0.0	12.5	25.0	25.0	12.5	25.0	0.0	0.0	0.0	103	25.0	28	8
	EAST MIDLANDS INTERNATIONAL	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	84	0.0	0	0

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	34	0.0	0	0	
	EDINBURGH	JET2.COM 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	1	44.4	21	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	8	9	
	EDINBURGH	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	30	100.0	1	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	61	88.9	6	9	
	GLASGOW	JET2.COM 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	9	44.4	15	9	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	38.5	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	22	9	
	LEEDS BRADFORD	JET2.COM LTD	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	5	100.0	2	9	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	5	9	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	55.6	18	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	10	8	
	LIVERPOOL (JOHN LENNON)	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	11	100.0	2	8	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	8	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	23	8	
	LUTON	RYANAIR	S	A	13	0	0	7.7	69.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	15	13	
	LUTON	RYANAIR	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	16	84.6	15	13	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	STANSTED	AIR NOSTRUM	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
	STANSTED	AIR NOSTRUM	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	14	0	0	14.3	42.9	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	9	
	STANSTED	JET2.COM LTD	S	D	14	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	9	
	STANSTED	RYANAIR	S	A	23	0	0	4.3	56.5	21.7	8.7	0.0	8.7	0.0	0.0	0.0	0.0	0.0	13	90.5	23	21	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	0.0	21.7	21.7	21.7	21.7	13.0	0.0	0.0	0.0	0.0	55	23.8	27	21	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	27.8	38.9	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	76.5	10	17	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	33.3	27.8	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	58.8	11	17	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	4	14	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	27	71.4	16	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	92	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	80	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	11.1	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	36	58.3	19	12	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	91.7	9	12	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	JET2.COM LTD	S	A	8	0	0	0.0	75.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	84.6	8	13	
	NEWCASTLE	JET2.COM 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	8	100.0	4	13		
	NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	100.0	1	8		
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	22.2	11.1	11.1	33.3	11.1	11.1	0.0	0.0	0.0	37	87.5	7	8		
<b>TOTAL GIRONA</b>					<b>591</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>23.5</b>	<b>33.4</b>	<b>13.2</b>	<b>13.9</b>	<b>7.8</b>	<b>3.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>25</b>	<b>72.8</b>	<b>14</b>	<b>551</b>	
GLASGOW																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	105	0	2	14.0	48.6	19.6	3.7	2.8	5.6	3.7	0.0	0.0	0.0	1.9	13	69.6	18	134	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	105	0	1	0.0	49.1	34.0	6.6	2.8	4.7	1.9	0.0	0.0	0.0	0.9	10	69.4	17	134	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	5.8	53.5	27.9	5.8	2.3	1.2	2.3	1.2	0.0	0.0	0.0	12	87.7	8	57	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	0.0	26.7	58.1	8.1	3.5	0.0	2.3	1.2	0.0	0.0	0.0	13	77.2	12	57	
	BIRMINGHAM	FLYBE LTD	S	A	174	0	4	1.1	37.6	31.5	6.7	8.4	7.9	4.5	0.0	0.0	2.2	21	78.9	11	175		
	BIRMINGHAM	FLYBE LTD	S	D	175	0	3	0.6	10.1	43.3	12.4	11.8	13.5	5.1	1.7	0.0	1.7	33	65.7	18	176		
	BIRMINGHAM	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
	BIRMINGHAM	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	10	50.0	24	2		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	82	0	2	1.2	29.8	20.2	10.7	21.4	13.1	0.0	1.2	0.0	0.0	2.4	28	58.6	23	86	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	82	0	2	1.2	28.6	23.8	10.7	17.9	13.1	1.2	1.2	0.0	0.0	2.4	28	51.7	29	86	
	CARDIFF WALES	FLYBE LTD	S	A	16	0	1	0.0	29.4	41.2	17.6	0.0	0.0	5.9	0.0	0.0	5.9	17	88.9	20	18		
	CARDIFF WALES	FLYBE LTD	S	D	16	0	1	0.0	17.6	41.2	23.5	5.9	0.0	5.9	0.0	0.0	5.9	17	83.3	17	18		
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	68	0	3	0.0	38.0	32.4	7.0	4.2	11.3	1.4	1.4	0.0	0.0	4.2	22	87.2	15	78	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	68	0	3	0.0	18.3	40.8	14.1	9.9	5.6	5.6	1.4	0.0	0.0	4.2	26	83.3	15	78	
	EAST MIDLANDS INTERNATIONAL	NORTH FLYING	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1		
	EAST MIDLANDS INTERNATIONAL	NORTH FLYING	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	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	73	1		
	EXETER	FLYBE LTD	S	A	30	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10	80.0	14	30		
	EXETER	FLYBE LTD	S	D	30	0	0	0.0	10.0	46.7	26.7	3.3	13.3	0.0	0.0	0.0	0.0	21	70.0	18	30		
	ISLE OF MAN	EASTERN AIRWAYS	S	A	11	0	0	18.2	54.5	9.1	9.1	0.0	0.0	9.1	0.0	0.0	0.0	15	0.0	0	0		
	ISLE OF MAN	EASTERN AIRWAYS	S	D	11	0	0	0.0	54.5	27.3	9.1	0.0	0.0	9.1	0.0	0.0	0.0	16	0.0	0	0		
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	0.0	36.8	36.8	21.1	0.0	5.3	0.0	0.0	0.0	0.0	11	47.6	18	21		
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	0.0	21.1	36.8	21.1	15.8	5.3	0.0	0.0	0.0	0.0	18	28.6	25	21		
	JERSEY	FLYBE LTD	S	A	4	0	1	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	12	75.0	15	4		



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
JERSEY	FLYBE LTD	S D	4	0	1	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	9	75.0	24	4		
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	77.8	14	35		
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	80.6	18	35		
GATWICK	BRITISH AIRWAYS PLC	S A	97	0	1	18.4	34.7	26.5	14.3	4.1	1.0	0.0	0.0	0.0	0.0	1.0	7	76.0	13	100			
GATWICK	BRITISH AIRWAYS PLC	S D	97	0	0	0.0	44.3	36.1	6.2	10.3	3.1	0.0	0.0	0.0	0.0	0.0	10	75.0	13	100			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	98	0	1	14.1	29.3	19.2	18.2	11.1	6.1	0.0	1.0	0.0	0.0	1.0	17	61.0	25	100			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	98	0	0	0.0	15.3	45.9	13.3	16.3	7.1	1.0	1.0	0.0	0.0	0.0	21	46.5	27	100			
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
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	50.0	21	2			
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	0	5			
HEATHROW	BRITISH AIRWAYS PLC	S A	272	0	2	20.1	46.4	23.7	4.7	1.5	2.2	0.4	0.4	0.0	0.0	0.7	6	83.2	10	285			
HEATHROW	BRITISH AIRWAYS PLC	S D	274	0	0	0.0	35.0	44.5	11.3	6.9	1.5	0.7	0.0	0.0	0.0	0.0	10	80.0	10	285			
LONDON CITY	BA CITYFLYER LTD	S A	140	0	4	7.6	41.0	30.6	4.2	9.0	4.9	0.0	0.0	0.0	0.0	2.8	11	88.0	5	150			
LONDON CITY	BA CITYFLYER LTD	S D	145	0	4	0.0	36.2	26.2	12.1	13.4	9.4	0.0	0.0	0.0	0.0	2.7	18	73.2	14	153			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	70	0	1	15.5	39.4	16.9	4.2	12.7	8.5	1.4	0.0	0.0	0.0	1.4	18	77.9	14	68			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	71	0	0	0.0	32.4	33.8	8.5	12.7	8.5	2.8	1.4	0.0	0.0	0.0	24	70.6	17	68			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	82	0	0	1.2	28.0	41.5	13.4	8.5	6.1	0.0	1.2	0.0	0.0	0.0	18	77.0	11	74			
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	82	0	0	0.0	12.2	35.4	32.9	6.1	12.2	0.0	1.2	0.0	0.0	0.0	25	66.2	15	74			
STANSTED	RYANAIR	S A	71	0	1	6.9	25.0	20.8	18.1	18.1	5.6	4.2	0.0	0.0	0.0	1.4	25	74.4	14	78			
STANSTED	RYANAIR	S D	71	0	1	0.0	6.9	27.8	20.8	26.4	12.5	4.2	0.0	0.0	0.0	1.4	36	62.8	19	78			
MANCHESTER	FLYBE LTD	S A	48	0	3	5.9	35.3	39.2	5.9	2.0	3.9	2.0	0.0	0.0	0.0	5.9	10	0.0	0	0			
MANCHESTER	FLYBE LTD	S D	48	0	3	0.0	15.7	54.9	2.0	7.8	0.0	9.8	3.9	0.0	0.0	5.9	32	0.0	0	0			
MANCHESTER	LOGANAIR LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	10	81			
MANCHESTER	LOGANAIR LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	11	76			
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	19	0.0	0	0			
SOUTHAMPTON	FLYBE LTD	S A	122	0	2	0.8	46.8	25.0	9.7	8.1	5.6	1.6	0.8	0.0	0.0	1.6	16	77.9	12	163			
SOUTHAMPTON	FLYBE LTD	S D	122	0	2	0.0	29.8	36.3	12.9	11.3	4.8	3.2	0.0	0.0	0.0	1.6	19	77.8	13	162			
SOUTHEND	STOBART AIR	S A	45	0	4	0.0	22.4	18.4	12.2	22.4	14.3	2.0	0.0	0.0	0.0	8.2	33	0.0	0	0			

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

		Origin/Destinations: G																	JUN 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
								4	0.0	16.3	32.7	16.3	18.4	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SOUTHEND	STOBART AIR	S	D	45	0	4	0.0	16.3	32.7	16.3	18.4	8.2	0.0	0.0	0.0	0.0	8.2	22	0.0	0	0
<b>TOTAL GLASGOW</b>					<b>3291</b>	<b>0</b>	<b>59</b>	<b>4.4</b>	<b>32.7</b>	<b>32.7</b>	<b>10.7</b>	<b>9.2</b>	<b>6.1</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>74.4</b>	<b>14</b>	<b>3485</b>
GOMEL	EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL GOMEL</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GOOSE BAY	EDINBURGH	FAI FLIGHT-AMBULANCE SERVICE	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	119	0.0	0	0
<b>TOTAL GOOSE BAY</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>119</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	65.4	15	25
	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	84.6	9	25
	BRISTOL	BMI REGIONAL	S	A	9	0	1	20.0	60.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	20	0.0	0	0
	BRISTOL	BMI REGIONAL	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	20	0.0	0	0
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	52	66.7	17	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	85	11.1	29	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	0	0.0	37.5	25.0	0.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	52	25.0	25	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	8	0	0	0.0	37.5	37.5	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	51	100.0	6	4
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	37	0	0	0.0	16.2	43.2	24.3	16.2	0.0	0.0	0.0	0.0	0.0	0.0	14	63.8	23	47
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	37	0	0	0.0	13.5	32.4	24.3	27.0	2.7	0.0	0.0	0.0	0.0	0.0	21	25.0	37	48
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	18.5	51.9	23.5	4.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3	84.9	7	86
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	0.0	32.1	59.3	3.7	4.9	0.0	0.0	0.0	0.0	0.0	0.0	6	79.1	9	86
	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
	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	10	1
	STANSTED	RYANAIR	S	A	39	0	0	2.6	35.9	25.6	15.4	10.3	10.3	0.0	0.0	0.0	0.0	0.0	20	89.7	5	39
	STANSTED	RYANAIR	S	D	39	0	0	0.0	0.0	12.8	25.6	30.8	23.1	5.1	2.6	0.0	0.0	0.0	54	66.7	14	39
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	16.7	75.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>					<b>378</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>28.5</b>	<b>34.0</b>	<b>12.1</b>	<b>12.7</b>	<b>5.3</b>	<b>1.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>69.9</b>	<b>15</b>	<b>423</b>

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

		Origin/Destinations: G																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
GRANADA																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	30.8	38.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	20	30.8	30	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	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	61.5	21	13
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	0.0	38.5	15.4	0.0	23.1	15.4	0.0	7.7	0.0	0.0	0.0	39	69.2	16	13
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	0.0	30.8	23.1	7.7	15.4	15.4	7.7	0.0	0.0	0.0	0.0	38	38.5	24	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	44.4	33.3	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	31	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL GRANADA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>28.6</b>	<b>32.9</b>	<b>5.7</b>	<b>12.9</b>	<b>10.0</b>	<b>1.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>50.0</b>	<b>23</b>	<b>52</b>
GRAND CAYMAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	77.8	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	5	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	29.4	52.9	0.0	11.8	0.0	5.9	0.0	0.0	0.0	0.0	16	83.3	10	18
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>17.1</b>	<b>31.4</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>0.0</b>	<b>9</b>	<b>85.7</b>	<b>8</b>	<b>35</b>
GRAZ																						
	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	47.1	60	17
	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	52.9	57	17
	LUTON	THOMAS COOK SCANDANAVIA	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
	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	100.0	3	1
	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	100.0	9	1
	STANSTED	CSA CZECH 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
<b>TOTAL GRAZ</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>32</b>	<b>54.1</b>	<b>54</b>	<b>37</b>
GRENADA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	29	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	62.5	13	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	0	8
	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	75.0	12	4
<b>TOTAL GRENADA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>53.3</b>	<b>10.0</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>0.0</b>	<b>8</b>	<b>73.3</b>	<b>14</b>	<b>29</b>
GRENOBLE																						
	STANSTED	RYANAIR	S	A	13	0	0	0.0	30.8	23.1	7.7	15.4	23.1	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	0.0	7.7	38.5	7.7	23.1	15.4	7.7	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL GRENOBLE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>30.8</b>	<b>7.7</b>	<b>19.2</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>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

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

		Origin/Destinations: G																	JUN 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	
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	50.0	29	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	0.0	75	1	
	SOUTHEND	STOBART AIR	S	A	75	0	1	5.3	43.4	28.9	10.5	6.6	3.9	0.0	0.0	0.0	0.0	1.3	10	90.9	7	33	
	SOUTHEND	STOBART AIR	S	D	74	0	2	1.3	39.5	42.1	6.6	5.3	2.6	0.0	0.0	0.0	0.0	2.6	8	97.1	2	34	
<b>TOTAL GRONINGEN</b>					<b>149</b>	<b>0</b>	<b>3</b>	<b>3.3</b>	<b>41.4</b>	<b>35.5</b>	<b>8.6</b>	<b>5.9</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>91.4</b>	<b>6</b>	<b>70</b>	
GROSETTO																							
	GLASGOW	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GROSETTO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
GUANGZHOU BAIYUN INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	30	0	0	43.3	40.0	6.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	5	80.0	17	60	
	HEATHROW	CHINA SOUTHERN	S	D	30	0	0	10.0	63.3	20.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	11	60	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>26.7</b>	<b>51.7</b>	<b>13.3</b>	<b>3.3</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>0.0</b>	<b>5</b>	<b>83.3</b>	<b>14</b>	<b>120</b>	
GUERNSEY																							
	BIRMINGHAM	FLYBE LTD	S	A	19	0	2	14.3	42.9	19.0	0.0	9.5	4.8	0.0	0.0	0.0	0.0	9.5	8	54.5	44	22	
	BIRMINGHAM	FLYBE LTD	S	D	19	0	2	0.0	0.0	61.9	14.3	9.5	4.8	0.0	0.0	0.0	0.0	9.5	15	46.7	22	30	
	BRISTOL	AURIGNY AIR SERVICES	S	A	30	0	0	6.7	43.3	30.0	10.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	10	88.5	6	26	
	BRISTOL	AURIGNY AIR SERVICES	S	D	30	0	0	3.3	53.3	26.7	10.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	88.5	7	26	
	CARDIFF WALES	BLUE ISLANDS LIMITED	S	A	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	20	12	
	CARDIFF WALES	BLUE ISLANDS LIMITED	S	D	9	0	0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	3	11	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	21	0	1	13.6	59.1	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	3	63.3	23	30	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	20	0	1	0.0	33.3	47.6	4.8	9.5	0.0	0.0	0.0	0.0	0.0	4.8	8	50.0	42	30	
	EXETER	AURIGNY AIR SERVICES	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1	
	EXETER	FLYBE LTD	S	A	23	0	0	8.7	52.2	21.7	4.3	4.3	8.7	0.0	0.0	0.0	0.0	0.0	11	80.8	15	26	
	EXETER	FLYBE LTD	S	D	29	0	0	0.0	24.1	48.3	10.3	6.9	10.3	0.0	0.0	0.0	0.0	0.0	15	86.7	12	30	
	GLASGOW	LOGANAIR 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	30	0.0	0	0	
	GLASGOW	LOGANAIR 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	15	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	132	0	3	3.7	47.4	34.8	7.4	1.5	3.0	0.0	0.0	0.0	0.0	2.2	7	70.9	13	134	
	JERSEY	BLUE ISLANDS LIMITED	S	D	133	0	3	0.0	56.6	32.4	5.1	0.7	2.9	0.0	0.0	0.0	0.0	2.2	6	78.7	9	136	
	JERSEY	FLYBE LTD	S	A	49	0	1	6.0	34.0	22.0	16.0	12.0	4.0	4.0	0.0	0.0	0.0	2.0	20	0.0	0	0	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	AURIGNY AIR SERVICES	S	A	13	0	0	7.7	53.8	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	7	20
	LEEDS BRADFORD	AURIGNY AIR SERVICES	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	8	72.7	12	20
	GATWICK	AURIGNY AIR SERVICES	S	A	169	0	3	4.7	41.3	34.3	9.3	5.2	2.9	0.0	0.6	0.0	0.0	1.7	11	82.5	11	169
	GATWICK	AURIGNY AIR SERVICES	S	D	171	0	5	0.0	19.3	47.2	17.0	8.5	3.4	0.6	0.6	0.6	0.0	2.8	18	69.4	22	169
	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	91.5	11	47
	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	78.7	16	47
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	0.0	33.3	46.7	3.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	11	79.3	15	29
	STANSTED	AURIGNY AIR SERVICES	S	D	30	0	0	0.0	16.7	40.0	16.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	19	58.6	28	29
	MANCHESTER	AURIGNY AIR SERVICES	S	A	60	0	0	0.0	53.3	28.3	8.3	6.7	1.7	1.7	0.0	0.0	0.0	0.0	9	80.0	14	60
	MANCHESTER	AURIGNY AIR SERVICES	S	D	60	0	0	0.0	28.3	46.7	10.0	11.7	1.7	1.7	0.0	0.0	0.0	0.0	13	71.7	19	60
	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	50.0	35	2
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	30	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	87.9	6	124
	SOUTHAMPTON	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	38	84.7	8	124
	SOUTHAMPTON	FLYBE LTD	S	A	125	0	1	9.5	69.8	10.3	4.8	0.8	1.6	0.8	1.6	0.0	0.0	0.8	8	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	D	124	0	3	0.0	58.3	28.3	6.3	1.6	1.6	0.0	1.6	0.0	0.0	2.4	8	0.0	0	0
<b>TOTAL GUERNSEY</b>					<b>1329</b>	<b>1</b>	<b>26</b>	<b>2.9</b>	<b>43.2</b>	<b>33.3</b>	<b>8.8</b>	<b>5.7</b>	<b>3.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>1.9</b>	<b>11</b>	<b>76.8</b>	<b>14</b>	<b>1415</b>
GUYANCOURT	EXETER	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GUYANCOURT</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>

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

		Origin/Destinations: H																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
HAHN		CARDIFF WALES	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	190	1
	EDINBURGH	RYANAIR	S	A	12	0	0	0.0	16.7	25.0	25.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	27	76.9	12	13
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	0.0	8.3	41.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	39	53.8	15	13
	STANSTED	RYANAIR	S	A	30	0	0	0.0	60.0	33.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	30
	STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	50.0	33.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	18	86.7	9	30
<b>TOTAL HAHN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>34.5</b>	<b>22.6</b>	<b>11.9</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>17</b>	<b>83.9</b>	<b>10</b>	<b>87</b>
HALIFAX INT		GATWICK	WEST JET AIRLINES	S	A	29	0	1	3.3	10.0	43.3	20.0	16.7	3.3	0.0	0.0	0.0	3.3	17	0.0	0	0
	GATWICK	WEST JET AIRLINES	S	D	29	0	1	0.0	10.0	46.7	16.7	13.3	10.0	0.0	0.0	0.0	0.0	3.3	20	0.0	0	0
	HEATHROW	AIR CANADA	S	A	30	0	0	13.3	23.3	23.3	23.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	17	65.4	21	26
	HEATHROW	AIR CANADA	S	D	30	0	0	0.0	26.7	46.7	16.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	11	61.5	17	26
<b>TOTAL HALIFAX INT</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>17.5</b>	<b>40.0</b>	<b>19.2</b>	<b>11.7</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>63.5</b>	<b>19</b>	<b>52</b>
HAMBURG		BIRMINGHAM	FLYBE LTD	S	A	24	0	1	40.0	20.0	12.0	8.0	12.0	4.0	0.0	0.0	0.0	4.0	12	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	24	0	1	0.0	0.0	56.0	16.0	16.0	4.0	4.0	0.0	0.0	0.0	4.0	25	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	0.0	0.0	0	66.7	23	3
	BIRMINGHAM	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	25	3
	BRISTOL	BMI REGIONAL	S	A	23	0	2	4.0	20.0	28.0	24.0	12.0	4.0	0.0	0.0	0.0	0.0	8.0	15	27.6	35	27
	BRISTOL	BMI REGIONAL	S	D	23	0	1	0.0	20.8	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	4.2	14	43.3	23	27
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	0.0	5.9	17.6	29.4	11.8	29.4	0.0	0.0	0.0	0.0	5.9	46	60.0	35	25
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	1	0.0	0.0	41.2	11.8	5.9	29.4	5.9	0.0	0.0	0.0	5.9	43	72.0	21	25
	EDINBURGH	RYANAIR	S	A	14	0	3	0.0	41.2	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	4	0.0	0	0
	EDINBURGH	RYANAIR	S	D	14	0	3	0.0	5.9	29.4	11.8	29.4	5.9	0.0	0.0	0.0	0.0	17.6	23	0.0	0	0
	JERSEY	EUROWINGS LUFTVERKEHRS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	JERSEY	EUROWINGS LUFTVERKEHRS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2
	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	0	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	2	2.0	8.0	22.0	18.0	28.0	18.0	0.0	0.0	0.0	0.0	4.0	33	51.0	34	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	0.0	8.3	35.4	25.0	27.1	2.1	2.1	0.0	0.0	0.0	0.0	24	35.3	31	51
	HEATHROW	BRITISH AIRWAYS PLC	S	A	129	0	4	15.0	48.9	24.1	6.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	4	73.6	15	144

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	129	0	3	0.0	39.4	46.2	9.8	2.3	0.0	0.0	0.0	0.0	0.0	2.3	5	82.8	10	145					
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	73	0	8	12.3	37.0	21.0	8.6	2.5	6.2	1.2	1.2	0.0	0.0	9.9	17	76.8	13	56					
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	73	0	8	0.0	27.2	38.3	8.6	4.9	6.2	3.7	1.2	0.0	0.0	9.9	21	71.4	16	56					
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	69.2	27	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	0.0	0	61.5	29	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	0.0	0	48.1	29	27					
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	48.1	24	27					
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	58	0	2	6.7	56.7	20.0	5.0	1.7	1.7	1.7	3.3	0.0	0.0	3.3	16	90.0	9	60					
STANSTED	RYANAIR	S	D	58	0	2	0.0	3.3	31.7	23.3	28.3	6.7	1.7	0.0	1.7	0.0	3.3	43	75.0	18	60					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	23	0	2	0.0	4.0	32.0	12.0	20.0	24.0	0.0	0.0	0.0	0.0	8.0	38	42.9	34	53					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	23	0	2	0.0	16.0	24.0	16.0	16.0	16.0	4.0	0.0	0.0	0.0	8.0	32	51.8	29	53					
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	11	0	0	18.2	18.2	18.2	9.1	36.4	0.0	0.0	0.0	0.0	0.0	0.0	20	77.3	5	21					
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	11	0	0	0.0	9.1	36.4	18.2	27.3	9.1	0.0	0.0	0.0	0.0	0.0	26	68.2	9	21					
MANCHESTER	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	19	12					
MANCHESTER	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	12					
MANCHESTER	RYANAIR	S	A	29	0	1	0.0	20.0	50.0	20.0	3.3	3.3	0.0	0.0	0.0	0.0	3.3	12	73.3	15	30					
MANCHESTER	RYANAIR	S	D	30	0	0	0.0	6.7	76.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	30					
<b>TOTAL HAMBURG</b>				<b>899</b>	<b>0</b>	<b>47</b>	<b>5.1</b>	<b>26.7</b>	<b>33.3</b>	<b>12.4</b>	<b>10.6</b>	<b>5.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>5.0</b>	<b>18</b>	<b>66.3</b>	<b>19</b>	<b>1076</b>					
HANOI																										
HEATHROW	VIETNAM AIRLINES	S	A	15	0	0	13.3	33.3	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	33.3	26	15					
HEATHROW	VIETNAM AIRLINES	S	D	15	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	60.0	18	15					
<b>TOTAL HANOI</b>				<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>56.7</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>0.0</b>	<b>7</b>	<b>46.7</b>	<b>22</b>	<b>30</b>					
HANOVER																										
BIRMINGHAM	FLYBE LTD	S	A	25	0	0	12.0	32.0	12.0	12.0	20.0	4.0	8.0	0.0	0.0	0.0	0.0	29	73.3	19	30					
BIRMINGHAM	FLYBE LTD	S	D	25	0	0	0.0	0.0	36.0	28.0	20.0	12.0	0.0	4.0	0.0	0.0	0.0	37	70.0	23	30					
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					
HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	1	28.2	41.2	22.4	4.7	1.2	1.2	0.0	0.0	0.0	0.0	1.2	3	90.0	8	90					
HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	0.0	39.5	45.3	5.8	5.8	2.3	0.0	1.2	0.0	0.0	0.0	10	75.6	10	90					
LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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
STANSTED		EUROWINGS		LUFTVERKEHRS		S	A	23	0	2	0.0	8.0	48.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	18	0.0	0	0								
STANSTED		EUROWINGS		LUFTVERKEHRS		S	D	23	0	2	0.0	4.0	28.0	24.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	8.0	30	0.0	0	0								
STANSTED		GERMANWINGS				S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	12	21								
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	0.0	0	76.2	12	21								
MANCHESTER		FLYBE LTD				S	A	25	0	0	0.0	32.0	16.0	12.0	20.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	34	43.3	49	30								
MANCHESTER		FLYBE LTD				S	D	25	0	0	0.0	4.0	40.0	8.0	24.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	42	66.7	30	30								
<b>TOTAL HANOVER</b>								<b>317</b>	<b>0</b>	<b>5</b>	<b>8.4</b>	<b>28.0</b>	<b>32.0</b>	<b>10.9</b>	<b>11.5</b>	<b>5.3</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>75.5</b>	<b>17</b>	<b>343</b>									
HAUGESUND		BELFAST INTERNATIONAL		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	40	1								
HAUGESUND		BELFAST INTERNATIONAL		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	100.0	10	1								
<b>TOTAL HAUGESUND</b>								<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>									
HAVANA		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	A	9	0	0	22.2	33.3	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	2	9									
HAVANA		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S	D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	88.9	3	9									
<b>TOTAL HAVANA</b>								<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>29.4</b>	<b>11.8</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>19</b>	<b>88.9</b>	<b>2</b>	<b>18</b>									
HAWARDEN		BRISTOL		EASTERN AIRWAYS		C	A	20	0	0	20.0	75.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.7	1	23									
HAWARDEN		BRISTOL		EASTERN AIRWAYS		C	D	21	0	0	0.0	42.9	42.9	4.8	0.0	4.8	0.0	4.8	0.0	0.0	0.0	16	95.7	4	23									
<b>TOTAL HAWARDEN</b>								<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>58.5</b>	<b>24.4</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>95.7</b>	<b>3</b>	<b>46</b>									
HEATHROW		ABERDEEN		BRITISH AIRWAYS PLC		S	A	191	0	0	6.3	41.4	39.8	8.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6	86.2	9	196									
HEATHROW		ABERDEEN		BRITISH AIRWAYS PLC		S	D	190	0	1	3.1	61.8	24.1	4.7	5.2	0.5	0.0	0.0	0.0	0.0	0.5	5	83.7	10	196									
HEATHROW		ABERDEEN		FLYBE LTD		S	A	80	0	0	52.5	31.3	11.3	3.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	91.0	5	78									
HEATHROW		ABERDEEN		FLYBE LTD		S	D	80	0	0	0.0	47.5	40.0	6.3	3.8	2.5	0.0	0.0	0.0	0.0	0.0	6	75.6	15	78									
HEATHROW		BELFAST CITY (GEORGE BEST)		AER LINGUS		S	A	90	0	0	33.3	53.3	12.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.2	8	88									
HEATHROW		BELFAST CITY (GEORGE BEST)		AER LINGUS		S	D	90	0	0	1.1	66.7	27.8	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.2	7	88									
HEATHROW		BELFAST CITY (GEORGE BEST)		BRITISH AIRWAYS PLC		S	A	127	0	0	3.9	44.1	31.5	12.6	6.3	0.0	1.6	0.0	0.0	0.0	0.0	10	87.0	7	158									
HEATHROW		BELFAST CITY (GEORGE BEST)		BRITISH AIRWAYS PLC		S	D	127	0	0	4.7	57.5	23.6	7.9	3.9	0.0	1.6	0.8	0.0	0.0	0.0	10	87.6	8	158									
HEATHROW		EDINBURGH		BRITISH AIRWAYS PLC		S	A	305	0	2	3.9	36.5	40.4	14.0	3.6	1.0	0.0	0.0	0.0	0.0	0.7	8	77.2	12	327									
HEATHROW		EDINBURGH		BRITISH AIRWAYS PLC		S	D	305	0	2	0.7	45.9	36.8	10.1	4.6	1.0	0.0	0.3	0.0	0.0	0.7	8	72.3	16	326									



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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	115	0	0	17.4	53.9	15.7	7.0	1.7	2.6	1.7	0.0	0.0	0.0	0.0	7	88.0	5	108	
	EDINBURGH	FLYBE LTD	S	D	115	0	0	0.0	7.8	67.0	11.3	9.6	2.6	1.7	0.0	0.0	0.0	0.0	16	73.1	15	108	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	274	0	0	5.5	38.7	35.8	12.4	5.1	1.1	1.1	0.4	0.0	0.0	0.0	11	83.9	9	285	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	272	0	2	0.0	56.2	30.7	6.2	2.9	2.2	0.7	0.4	0.0	0.0	0.7	8	80.0	11	285	
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	42	0	1	0.0	44.2	37.2	11.6	4.7	0.0	0.0	0.0	0.0	0.0	2.3	7	84.5	9	81	
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	42	0	1	2.3	41.9	41.9	7.0	4.7	0.0	0.0	0.0	0.0	0.0	2.3	6	81.0	12	81	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	219	0	1	2.3	42.3	34.1	11.4	8.2	0.9	0.0	0.5	0.0	0.0	0.5	10	78.5	11	221	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	219	0	1	0.0	55.0	30.0	7.3	5.5	1.4	0.0	0.5	0.0	0.0	0.5	7	79.8	10	221	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	155	0	1	0.0	41.0	32.7	13.5	7.1	3.8	1.3	0.0	0.0	0.0	0.6	13	81.9	12	166	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	155	0	1	0.0	44.9	41.0	5.1	5.1	2.6	0.6	0.0	0.0	0.0	0.6	8	82.5	11	166	
<b>TOTAL HEATHROW</b>					<b>3193</b>	<b>0</b>	<b>13</b>	<b>4.9</b>	<b>45.7</b>	<b>33.5</b>	<b>9.0</b>	<b>4.6</b>	<b>1.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>81.1</b>	<b>11</b>	<b>3415</b>	
HELSINKI																							
	EDINBURGH	FINNAIR	S	A	34	0	0	2.9	26.5	55.9	11.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	58.8	14	17	
	EDINBURGH	FINNAIR	S	D	34	0	0	2.9	26.5	50.0	14.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	35.3	21	17	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	55	0	0	0.0	34.5	34.5	14.5	12.7	1.8	1.8	0.0	0.0	0.0	0.0	16	51.8	17	56	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	55	0	0	0.0	9.1	45.5	23.6	12.7	7.3	0.0	1.8	0.0	0.0	0.0	25	41.1	29	56	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	18.3	41.7	26.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	85.0	7	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	43.3	48.3	3.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	9	60	
	HEATHROW	FINNAIR	S	A	149	0	0	14.1	34.9	28.2	12.8	6.7	2.7	0.0	0.7	0.0	0.0	0.0	11	75.3	13	150	
	HEATHROW	FINNAIR	S	D	150	0	0	0.7	27.3	50.0	11.3	6.7	2.7	0.7	0.7	0.0	0.0	0.0	13	70.7	17	150	
	MANCHESTER	FINNAIR	S	A	59	0	1	6.7	30.0	48.3	11.7	1.7	0.0	0.0	0.0	0.0	0.0	1.7	6	86.7	7	60	
	MANCHESTER	FINNAIR	S	D	59	0	1	0.0	23.3	50.0	10.0	11.7	3.3	0.0	0.0	0.0	0.0	1.7	13	80.0	10	60	
<b>TOTAL HELSINKI</b>					<b>715</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>30.4</b>	<b>42.0</b>	<b>11.9</b>	<b>7.0</b>	<b>2.4</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>71.4</b>	<b>14</b>	<b>686</b>	
HERAKLION																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM 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	32	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	12	0	0	0.0	0.0	33.3	16.7	25.0	16.7	8.3	0.0	0.0	0.0	0.0	42	50.0	23	8	
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	7.7	0.0	46.2	23.1	15.4	0.0	7.7	0.0	0.0	0.0	47	37.5	32	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	33.3	24	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	44.4	18	9		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													JUN 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
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	44.4	22.2	11.1	0.0	11.1	0.0	0.0	11.1	0.0	0.0	156	77.8	22	9		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	22.2	22.2	0.0	0.0	0.0	11.1	0.0	0.0	160	22.2	47	9		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	23.1	30.8	15.4	7.7	0.0	7.7	7.7	0.0	0.0	171	33.3	38	9		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	0.0	33.3	41.7	0.0	8.3	8.3	8.3	0.0	0.0	197	33.3	36	9		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	0.0	0.0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	64	37.5	29	8		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	38	37.5	23	8		
BRISTOL	THOMAS COOK AIRLINES LTD	S	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	15	75.0	5	4		
BRISTOL	THOMAS COOK AIRLINES 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	24	100.0	6	4		
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	11.1	22.2	11.1	33.3	0.0	11.1	0.0	0.0	0.0	65	77.8	11	9		
BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	0.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	67	66.7	11	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	21	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	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	13	100.0	3	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
DONCASTER SHEFFIELD	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	3	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	3	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	23	66.7	11	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	6		
EAST MIDLANDS INTERNATIONAL	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	75.0	7	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	13	0	0	15.4	7.7	30.8	7.7	30.8	0.0	0.0	7.7	0.0	0.0	0.0	30	44.4	22	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	23.1	30.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	26	55.6	16	9		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	0.0	22.2	0.0	44.4	33.3	0.0	0.0	0.0	0.0	0.0	41	62.5	26	8		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	15	8		
EDINBURGH	JET2.COM LTD	S	A	9	0	0	11.1	44.4	0.0	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	26	66.7	14	9		
EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	13	9		
GLASGOW	JET2.COM LTD	S	A	13	0	0	30.8	7.7	15.4	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	92.3	10	13		
GLASGOW	JET2.COM LTD	S	D	12	0	0	0.0	16.7	41.7	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	17	92.3	6	13		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	8	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	62.5	13	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	22.2	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	31	88.9	5	9		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	TUI AIRWAYS LTD	C 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	100.0	3	4		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4		
LEEDS BRADFORD	JET2.COM LTD	S A	18	0	0	33.3	11.1	22.2	5.6	27.8	0.0	0.0	0.0	0.0	0.0	0.0	15	69.2	10	13			
LEEDS BRADFORD	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	9	84.6	13	13			
GATWICK	BRITISH AIRWAYS PLC	S A	30	0	0	13.3	26.7	13.3	20.0	13.3	13.3	0.0	0.0	0.0	0.0	0.0	21	76.7	13	30			
GATWICK	BRITISH AIRWAYS PLC	S D	30	0	0	0.0	10.0	63.3	6.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	15	63.3	15	30			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	60	0	0	0.0	15.0	33.3	15.0	21.7	15.0	0.0	0.0	0.0	0.0	0.0	27	48.3	27	60			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	60	0	0	0.0	5.0	55.0	16.7	16.7	6.7	0.0	0.0	0.0	0.0	0.0	20	53.3	22	60			
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	25.0	22	4			
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	80.0	24	5			
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	14	0.0	0	0			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C 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	0.0	0	0			
GATWICK	THOMAS COOK AIRLINES LTD	S A	13	0	1	7.1	7.1	21.4	7.1	14.3	21.4	7.1	7.1	0.0	0.0	7.1	57	72.7	10	22			
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	1	0.0	0.0	35.7	14.3	21.4	7.1	14.3	0.0	0.0	0.0	7.1	51	45.5	20	22			
GATWICK	TUI AIRWAYS LTD	C A	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.0	18	21			
GATWICK	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	61.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	81.8	20	22			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	13	0	0	0.0	0.0	23.1	30.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	34	66.7	29	12			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	41.7	33	12			
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	25.0	17	4			
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4			
STANSTED	JET2.COM LTD	S A	21	0	0	9.5	28.6	38.1	9.5	4.8	9.5	0.0	0.0	0.0	0.0	0.0	15	92.3	11	13			
STANSTED	JET2.COM LTD	S D	22	0	0	0.0	13.6	77.3	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	10	92.3	6	13			
STANSTED	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	12.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	35	55.6	13	9			
STANSTED	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	33	77.8	12	9			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	17	0	0	0.0	5.9	29.4	17.6	23.5	23.5	0.0	0.0	0.0	0.0	0.0	37	52.9	31	17			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	18	0	0	0.0	5.6	33.3	11.1	27.8	22.2	0.0	0.0	0.0	0.0	0.0	32	50.0	34	18			
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	50.0	14	4			
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	75.0	11	4			
MANCHESTER	EUROPE AIRPOST	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	6	100.0	4	4			
MANCHESTER	EUROPE AIRPOST	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	80.0	16	5			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017		
												More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
												19.0	4.8	28.6	23.8	9.5	9.5	4.8	0.0	0.0	0.0	0.0	4.2	28
MANCHESTER	JET2.COM LTD	S	A	21	0	0	0	19.0	4.8	28.6	23.8	9.5	9.5	4.8	0.0	0.0	0.0	0.0	28	47.6	27	21		
MANCHESTER	JET2.COM LTD	S	D	23	0	1	0	0.0	8.3	25.0	20.8	25.0	16.7	0.0	0.0	0.0	0.0	4.2	32	66.7	15	21		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	17	0	0	0	0.0	29.4	29.4	5.9	11.8	5.9	11.8	0.0	5.9	0.0	0.0	57	64.7	18	17		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0	0.0	5.9	47.1	23.5	5.9	11.8	0.0	0.0	5.9	0.0	0.0	47	70.6	21	17		
MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0	0.0	5.9	35.3	11.8	29.4	17.6	0.0	0.0	0.0	0.0	0.0	33	35.3	82	17		
MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0	0.0	5.6	44.4	27.8	5.6	16.7	0.0	0.0	0.0	0.0	0.0	28	83.3	22	18		
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	0.0	35	1		
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0	22.2	11.1	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	50.0	12	8		
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0	0.0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	29	44.4	25	9		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	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	10	100.0	0	4		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	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	24	100.0	6	4		
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	4	4		
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	11	4		
<b>TOTAL HERAKLION</b>				<b>823</b>	<b>0</b>	<b>3</b>	<b>4.1</b>	<b>13.1</b>	<b>35.1</b>	<b>16.7</b>	<b>17.4</b>	<b>10.3</b>	<b>1.3</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>34</b>	<b>64.0</b>	<b>20</b>	<b>834</b>			
HO CHI MINH CITY																								
HEATHROW	VIETNAM AIRLINES	S	A	12	0	0	0	25.0	16.7	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	20.0	28	10		
HEATHROW	VIETNAM AIRLINES	S	D	12	0	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	10		
<b>TOTAL HO CHI MINH CITY</b>				<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>29.2</b>	<b>45.8</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>6</b>	<b>60.0</b>	<b>16</b>	<b>20</b>			
HOLGUIN (FRANK PAIS)																								
GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	53	75.0	17	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0	0.0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	58	75.0	18	4		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0	33.3	33.3	0.0	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	31	77.8	26	9		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0	0.0	0.0	62.5	0.0	0.0	0.0	25.0	12.5	0.0	0.0	0.0	67	70.0	32	10		
<b>TOTAL HOLGUIN (FRANK PAIS)</b>				<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>16.0</b>	<b>24.0</b>	<b>4.0</b>	<b>8.0</b>	<b>16.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>74.1</b>	<b>25</b>	<b>27</b>			
HONG KONG (CHEK LAP KOK)																								
GATWICK	CATHAY PACIFIC AIRWAYS	S	A	29	0	0	0	31.0	20.7	10.3	13.8	10.3	6.9	6.9	0.0	0.0	0.0	0.0	25	46.7	69	30		
GATWICK	CATHAY PACIFIC AIRWAYS	S	D	29	0	0	0	0.0	48.3	44.8	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	41	30		
HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	1	0	20.0	55.0	15.0	5.0	1.7	0.0	1.7	0.0	0.0	1.7	6	80.0	23	60			
HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0	0.0	20.0	41.7	18.3	13.3	5.0	1.7	0.0	0.0	0.0	0.0	19	71.7	32	60		
HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	144	0	0	0	27.1	35.4	16.0	10.4	5.6	2.8	2.8	0.0	0.0	0.0	0.0	12	72.5	18	149		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE											JUN 2017				
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW		CATHAY PACIFIC AIRWAYS		S	D	144	0	0	0.0	28.5	47.9	15.3	5.6	1.4	1.4	0.0	0.0	0.0	0.0	11	74.5	14	149
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	30	0	0	46.7	23.3	23.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	20	30
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	30	0	0	0.0	60.0	23.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	86.7	4	30
MANCHESTER		CATHAY PACIFIC AIRWAYS		S	A	30	0	0	33.3	30.0	13.3	0.0	16.7	6.7	0.0	0.0	0.0	0.0	0.0	14	59.1	42	22
MANCHESTER		CATHAY PACIFIC AIRWAYS		S	D	30	0	0	0.0	53.3	36.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	8	22
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>						<b>585</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>35.3</b>	<b>29.2</b>	<b>11.3</b>	<b>5.8</b>	<b>2.2</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>73.9</b>	<b>23</b>	<b>582</b>
HOUSTON																							
HEATHROW		BRITISH AIRWAYS PLC		S	A	59	0	1	18.3	35.0	15.0	13.3	6.7	1.7	6.7	1.7	0.0	0.0	1.7	23	90.0	5	60
HEATHROW		BRITISH AIRWAYS PLC		S	D	59	0	1	0.0	23.3	55.0	10.0	3.3	0.0	1.7	5.0	0.0	0.0	1.7	20	88.3	9	60
HEATHROW		UNITED AIRLINES		S	A	59	0	1	20.0	25.0	26.7	11.7	13.3	1.7	0.0	0.0	0.0	0.0	1.7	12	86.4	8	59
HEATHROW		UNITED AIRLINES		S	D	59	0	1	0.0	50.0	23.3	13.3	6.7	5.0	0.0	0.0	0.0	0.0	1.7	10	88.1	8	59
MANCHESTER		SINGAPORE AIRLINES		S	A	21	0	0	38.1	47.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	21
MANCHESTER		SINGAPORE AIRLINES		S	D	22	0	0	0.0	63.6	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	8	21
<b>TOTAL HOUSTON</b>						<b>279</b>	<b>0</b>	<b>4</b>	<b>11.0</b>	<b>36.7</b>	<b>28.6</b>	<b>11.0</b>	<b>6.4</b>	<b>1.8</b>	<b>1.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>88.9</b>	<b>7</b>	<b>280</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	71.2	12	59	
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	77.4	13	62	
ABERDEEN		FLYBE LTD		S	A	56	0	8	4.7	50.0	15.6	6.3	1.6	6.3	3.1	0.0	0.0	12.5	14	0.0	0	0	
ABERDEEN		FLYBE LTD		S	D	57	0	5	0.0	29.0	41.9	12.9	4.8	3.2	0.0	0.0	0.0	8.1	10	0.0	0	0	
JERSEY		FLYBE LTD		S	A	5	0	0	0.0	40.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	24	50.0	32	4	
JERSEY		FLYBE LTD		S	D	5	0	0	0.0	40.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	25	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	100.0	8	2	
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	18	1	
DURHAM TEES VALLEY		EASTERN AIRWAYS		S	A	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	9	100.0	7	3	
DURHAM TEES VALLEY		EASTERN AIRWAYS		S	D	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4	
<b>TOTAL HUMBERSIDE</b>						<b>132</b>	<b>0</b>	<b>13</b>	<b>4.1</b>	<b>39.3</b>	<b>26.2</b>	<b>8.3</b>	<b>7.6</b>	<b>4.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>13</b>	<b>73.4</b>	<b>14</b>	<b>139</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	50.0	31	4	
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	50.0	46	4	

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	13	0	0	38.5	23.1	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	BIRMINGHAM	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	16	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	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	0.0	8	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	BRISTOL	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	9	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	30	75.0	28	8	
	GATWICK	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	15	37.5	33	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	19	0	2	19.0	28.6	19.0	4.8	0.0	14.3	0.0	4.8	0.0	0.0	9.5	28	23.5	33	17	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	0.0	41.2	29.4	11.8	5.9	5.9	5.9	0.0	0.0	0.0	44	42.1	31	18	
	GATWICK	TUI AIRWAYS LTD	S	A	13	0	0	23.1	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	8	8	
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	4	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	21	0	0	19.0	38.1	23.8	4.8	9.5	0.0	0.0	4.8	0.0	0.0	0.0	17	66.7	21	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	0.0	68.2	4.5	22.7	4.5	0.0	0.0	0.0	0.0	0.0	18	76.9	28	13	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	7	4	
	MANCHESTER	TUI AIRWAYS LTD	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	2	5	
	NEWCASTLE	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	0.0	2	100.0	3	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	29	4	
<b>TOTAL HURGHADA</b>					<b>209</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	<b>18.0</b>	<b>38.9</b>	<b>16.1</b>	<b>10.9</b>	<b>3.3</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>58.7</b>	<b>24</b>	<b>118</b>	
HYDERABAD ( RAJIV GHANDI )																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63.3	20.0	13.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	5	83.3	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	3.3	53.3	30.0	10.0	0.0	3.3	0.0	0.0	0.0	0.0	20	66.7	17	30	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>31.7</b>	<b>11.7</b>	<b>33.3</b>	<b>15.0</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>11</b>	<b>60</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I												JUN 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		
IASI																											
	GLASGOW			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	100.0	0	4					
	GLASGOW			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	100.0	3	4					
	LUTON			BLUE AIR TRANSPORT AERIAN	S	A	21	0	0	52.4	23.8	14.3	4.8	4.8	0.0	0.0	0.0	0.0	5	100.0	0	22					
	LUTON			BLUE AIR TRANSPORT AERIAN	S	D	21	0	0	0.0	14.3	57.1	19.0	4.8	4.8	0.0	0.0	0.0	13	72.7	10	22					
	LUTON			TAROM	S	A	13	0	0	7.7	23.1	15.4	15.4	7.7	15.4	15.4	0.0	0.0	47	75.0	28	12					
	LUTON			TAROM	S	D	13	0	0	0.0	0.0	30.8	15.4	7.7	23.1	23.1	0.0	0.0	64	58.3	33	12					
	LUTON			WIZZ AIR	S	A	21	0	0	42.9	42.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	2	86.4	5	22					
	LUTON			WIZZ AIR	S	D	21	0	0	0.0	4.8	57.1	23.8	14.3	0.0	0.0	0.0	0.0	17	77.3	12	22					
<b>TOTAL IASI</b>							<b>110</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>19.1</b>	<b>31.8</b>	<b>13.6</b>	<b>6.4</b>	<b>5.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>81.7</b>	<b>11</b>	<b>120</b>					
IBIZA																											
	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	100.0	0	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	100.0	5	4					
	ABERDEEN			TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0					
	ABERDEEN			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	8	0.0	0	0					
	BELFAST INTERNATIONAL			EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	33.3	11.1	0.0	22.2	11.1	11.1	0.0	0.0	34	87.5	3	8					
	BELFAST INTERNATIONAL			EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	22.2	22.2	33.3	0.0	11.1	0.0	0.0	37	100.0	1	8					
	BELFAST INTERNATIONAL			JET2.COM LTD	S	A	17	0	0	52.9	5.9	17.6	5.9	5.9	11.8	0.0	0.0	0.0	16	69.2	19	13					
	BELFAST INTERNATIONAL			JET2.COM LTD	S	D	17	0	0	0.0	17.6	70.6	11.8	0.0	0.0	0.0	0.0	0.0	6	84.6	15	13					
	BELFAST INTERNATIONAL			THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4					
	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	50.0	22	4					
	BELFAST 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	75.0	6	4					
	BELFAST INTERNATIONAL			TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	4					
	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	50.0	29	4					
	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	25.0	37	4					
	BIRMINGHAM			JET2.COM LTD	S	A	30	0	0	6.7	23.3	33.3	16.7	6.7	6.7	3.3	3.3	0.0	0.0	30	53.8	19	26				
	BIRMINGHAM			JET2.COM LTD	S	D	30	0	0	0.0	6.7	50.0	20.0	13.3	6.7	3.3	0.0	0.0	0.0	24	50.0	23	26				
	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	100.0	0	9					

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	100.0	2	9		
BIRMINGHAM	RYANAIR	S A	8	0	0	0.0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	47	55.6	26	9		
BIRMINGHAM	RYANAIR	S D	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	0.0	36	44.4	41	9		
BIRMINGHAM	THOMAS COOK AIRLINES 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	100.0	0	4		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	4		
BIRMINGHAM	TUI AIRWAYS LTD	C A	27	0	0	7.4	40.7	29.6	7.4	3.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	16	68.2	14	22		
BIRMINGHAM	TUI AIRWAYS LTD	C D	27	0	0	0.0	14.8	63.0	18.5	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	15	59.1	15	22		
BOURNEMOUTH	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	2	4		
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	0.0	0.0	4	100.0	4	4		
BRISTOL	BRITISH AIRWAYS PLC	S A	3	0	1	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	88	75.0	6	4		
BRISTOL	BRITISH AIRWAYS PLC	S D	4	0	1	0.0	0.0	20.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	78	0.0	36	4		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	12	0	0	8.3	33.3	16.7	8.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	30	75.0	19	12		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	15.4	30.8	15.4	7.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	33	58.3	25	12		
BRISTOL	RYANAIR	S A	13	0	0	7.7	15.4	38.5	23.1	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	30	61.5	19	13		
BRISTOL	RYANAIR	S D	13	0	0	0.0	7.7	53.8	23.1	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	26	69.2	17	13		
BRISTOL	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	6	100.0	2	4		
BRISTOL	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	0.0	9	75.0	14	4		
BRISTOL	TUI AIRWAYS LTD	C A	17	0	0	11.8	41.2	11.8	5.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	82.4	7	17		
BRISTOL	TUI AIRWAYS LTD	C D	17	0	0	0.0	23.5	47.1	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	82.4	9	17		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	51	4		
CARDIFF WALES	THOMAS COOK AIRLINES 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	0.0	28	75.0	39	4		
CARDIFF WALES	TUI AIRWAYS LTD	C 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	0.0	7	100.0	3	12		
CARDIFF WALES	TUI AIRWAYS LTD	C D	13	0	0	0.0	53.8	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	12		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	4	100.0	1	8		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	0.0	7	88.9	4	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	25	0	0	16.0	36.0	28.0	4.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	9	57.7	19	26		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	25	0	0	0.0	48.0	40.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	10	26		
EAST MIDLANDS 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	0.0	0.0	3	87.5	6	8		
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	0.0	7	75.0	9	8		



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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	THOMAS COOK AIRLINES LTD	S A	8	0	0	0	12.5	37.5	12.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	50.0	22	8		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	8	0	0	0	0.0	37.5	37.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	28	87.5	8	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	11.1	66.7	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	36	83.3	6	12		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	33.3	44.4	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	100.0	3	13		
EDINBURGH	JET2.COM LTD	S A	17	0	0	0	11.8	5.9	29.4	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	21	64.7	16	17		
EDINBURGH	JET2.COM LTD	S D	17	0	0	0	0.0	23.5	52.9	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	13	82.4	8	17		
EDINBURGH	RYANAIR	S A	8	0	0	0	0.0	12.5	37.5	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	37	50.0	23	8		
EDINBURGH	RYANAIR	S D	8	0	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	50.0	21	8		
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	4		
EXETER	TUI AIRWAYS LTD	C 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	100.0	3	4		
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	100.0	3	4		
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	75.0	9	4		
GLASGOW	JET2.COM LTD	S A	22	0	0	0	9.1	27.3	36.4	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	77.3	9	22		
GLASGOW	JET2.COM LTD	S D	22	0	0	0	0.0	36.4	40.9	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	86.4	5	22		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	8	0	0	0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	7		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	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	6	100.0	1	8		
GLASGOW	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	6	8		
GLASGOW	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8		
LEEDS BRADFORD	JET2.COM LTD	S A	30	0	0	0	23.3	30.0	20.0	10.0	6.7	6.7	3.3	0.0	0.0	0.0	0.0	15	76.9	10	26		
LEEDS BRADFORD	JET2.COM LTD	S D	30	0	0	0	0.0	16.7	56.7	6.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	92.3	8	26		
LEEDS BRADFORD	RYANAIR	S A	8	0	0	0	0.0	37.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	25	66.7	93	9		
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0	0.0	12.5	75.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	46	77.8	22	9		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	4	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	5	100.0	4	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	4		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	13	0	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	92.3	2	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	13	0	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	100.0	2	13		
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	9	4		
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C D	4	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	3	75.0	9	4		
GATWICK	BRITISH AIRWAYS PLC	S A	53	0	0	0	13.2	37.7	32.1	11.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.0	9	42		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	D	55	0	0	0.0	34.5	61.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	81.4	12	43
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	1	9.4	41.5	24.5	7.5	13.2	1.9	0.0	0.0	0.0	0.0	1.9	12	77.6	18	49
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	0.0	35.3	51.0	5.9	5.9	2.0	0.0	0.0	0.0	0.0	0.0	9	82.0	14	50
	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	72.0	12	25
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	5	26
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	19	0	0	10.5	36.8	5.3	26.3	10.5	10.5	0.0	0.0	0.0	0.0	0.0	18	68.8	21	16
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	19	0	0	0.0	15.8	68.4	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	24	16
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	75.0	9	8
	GATWICK	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	15	87.5	7	8
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	46.2	23.1	0.0	7.7	7.7	7.7	7.7	0.0	0.0	0.0	39	53.8	18	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	53.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	22	100.0	4	13
	GATWICK	TUI AIRWAYS LTD	C	A	17	0	0	23.5	35.3	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	13	21
	GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	17.6	82.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	8	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	33.3	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	17	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	46.7	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	11	17
	LONDON CITY	BA CITYFLYER LTD	S	A	61	0	1	0.0	11.3	32.3	19.4	27.4	4.8	1.6	1.6	0.0	0.0	1.6	28	53.1	29	64
	LONDON CITY	BA CITYFLYER LTD	S	D	64	0	0	0.0	18.8	53.1	14.1	9.4	4.7	0.0	0.0	0.0	0.0	0.0	15	54.2	29	72
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	0.0	12.8	30.8	17.9	17.9	12.8	7.7	0.0	0.0	0.0	0.0	37	61.8	16	34
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	0.0	25.6	23.1	28.2	15.4	2.6	5.1	0.0	0.0	0.0	43	52.9	20	34
	LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	11.1	44.4	11.1	0.0	0.0	11.1	0.0	0.0	0.0	46	78.6	9	14
	LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	43	69.2	9	13
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	STANSTED	BA CITYFLYER LTD	S	A	14	0	0	14.3	28.6	21.4	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14	84.2	8	19
	STANSTED	BA CITYFLYER LTD	S	D	13	0	1	0.0	28.6	42.9	0.0	7.1	14.3	0.0	0.0	0.0	0.0	7.1	16	92.9	6	14
	STANSTED	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	2
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	4.7	20.9	16.3	14.0	16.3	16.3	7.0	4.7	0.0	0.0	0.0	45	68.2	13	44

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	0.0	16.3	23.3	11.6	20.9	16.3	9.3	2.3	0.0	0.0	0.0	45	62.8	18	43
	STANSTED	JET2.COM LTD	S	A	31	0	0	6.5	29.0	25.8	16.1	12.9	6.5	0.0	3.2	0.0	0.0	0.0	25	80.0	10	30
	STANSTED	JET2.COM LTD	S	D	30	0	1	0.0	25.8	38.7	19.4	6.5	3.2	3.2	0.0	0.0	0.0	3.2	17	93.3	4	30
	STANSTED	RYANAIR	S	A	52	0	0	7.7	26.9	11.5	9.6	25.0	17.3	1.9	0.0	0.0	0.0	0.0	32	80.0	8	55
	STANSTED	RYANAIR	S	D	51	0	0	0.0	0.0	45.1	27.5	13.7	11.8	2.0	0.0	0.0	0.0	0.0	30	76.4	12	55
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	5
	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	4
	STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	92.9	5	14
	STANSTED	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	11	92.3	3	13
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	23	0	0	21.7	17.4	34.8	13.0	4.3	0.0	8.7	0.0	0.0	0.0	0.0	21	70.6	19	17
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	22.7	45.5	13.6	9.1	4.5	0.0	4.5	0.0	0.0	0.0	23	76.9	14	13
	MANCHESTER	JET2.COM LTD	S	A	44	0	0	9.1	43.2	20.5	9.1	15.9	2.3	0.0	0.0	0.0	0.0	0.0	12	66.7	16	45
	MANCHESTER	JET2.COM LTD	S	D	44	0	0	0.0	0.0	75.0	13.6	4.5	6.8	0.0	0.0	0.0	0.0	0.0	14	80.0	9	45
	MANCHESTER	RYANAIR	S	A	39	0	0	7.7	33.3	33.3	10.3	7.7	5.1	0.0	2.6	0.0	0.0	0.0	18	60.0	20	30
	MANCHESTER	RYANAIR	S	D	39	0	0	0.0	2.6	59.0	23.1	5.1	2.6	5.1	2.6	0.0	0.0	0.0	27	63.3	18	30
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	11.1	22.2	0.0	11.1	0.0	0.0	11.1	0.0	0.0	125	100.0	4	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	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	16	75.0	6	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	22	0	0	0.0	22.7	36.4	9.1	13.6	9.1	9.1	0.0	0.0	0.0	0.0	30	59.1	28	22
	MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	0.0	54.5	4.5	18.2	13.6	4.5	4.5	0.0	0.0	0.0	39	61.9	26	21
	NEWCASTLE	JET2.COM LTD	S	A	30	0	0	43.3	30.0	10.0	10.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	9	92.3	5	26
	NEWCASTLE	JET2.COM LTD	S	D	30	0	0	0.0	16.7	63.3	16.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	11	76.9	12	26
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	13	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	18	8
	NEWCASTLE	TUI AIRWAYS LTD	S	A	14	0	0	7.1	28.6	50.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	75.0	13	12
	NEWCASTLE	TUI AIRWAYS LTD	S	D	14	0	0	0.0	14.3	57.1	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	17	84.6	10	13
	SOUTHAMPTON	VOLOTEA	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	8	80.0	6	5
	SOUTHAMPTON	VOLOTEA	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	80.0	13	5
	SOUTHEND	EASYJET AIRLINE COMPANY 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	0.0	13	69.2	29	13
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	46.2	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	57.1	34	14
<b>TOTAL IBIZA</b>					<b>2034</b>	<b>0</b>	<b>6</b>	<b>5.4</b>	<b>24.6</b>	<b>37.7</b>	<b>13.2</b>	<b>10.3</b>	<b>5.5</b>	<b>1.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>74.5</b>	<b>14</b>	<b>2048</b>
ILHA DO SAL C.VERDE	BIRMINGHAM	TUI AIRWAYS LTD	S	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	98	50.0	52	4

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	110	0.0	61	4	
	BRISTOL	TUI AIRWAYS 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	13	100.0	1	4		
	BRISTOL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	38	20.0	23	5		
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	10	5		
	GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	GLASGOW	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	60.0	17	5		
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	55.6	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	13	55.6	15	9		
	GATWICK	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	17	44.4	22	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	20.0	50	5		
	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	60.0	19	5		
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	43	33.3	34	9		
	MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	42	50.0	29	8		
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>12.1</b>	<b>34.5</b>	<b>15.5</b>	<b>15.5</b>	<b>10.3</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>47.2</b>	<b>27</b>	<b>72</b>	
<b>INNSBRUCK</b>																							
	BIRMINGHAM	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	38	3		
	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	149	3		
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	85	0.0	0	0		
	BIRMINGHAM	FLYBE 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	21	0.0	0	0		
	BRISTOL	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	73	3		
	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	36	4		
	BRISTOL	FLYBE LTD	C	A	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	BRISTOL	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0		
	EDINBURGH	FLYBE LTD	C	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EDINBURGH	FLYBE 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	7	0.0	0	0		
	LEEDS BRADFORD	FLYBE 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	17	0.0	0	0		
	LEEDS BRADFORD	FLYBE LTD	C	D	4	0	0	0.0	25.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	54	0.0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	15	0	0	0.0	13.3	13.3	20.0	26.7	13.3	13.3	0.0	0.0	0.0	50	66.7	49	15		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	15	0	0	0.0	0.0	33.3	26.7	13.3	20.0	6.7	0.0	0.0	0.0	38	60.0	16	15		
	GATWICK	TUI AIRWAYS LTD	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	32	100.0	1	4		
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	22	75.0	10	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	10.0	50.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	8		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	8		
	MANCHESTER	FLYBE LTD	C	A	9	0	0	0.0	0.0	22.2	11.1	33.3	22.2	0.0	11.1	0.0	0.0	56	75.0	13	8		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		MANCHESTER	FLYBE LTD	C	D	9	0	0	0.0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	29	62.5	13	8								
<b>TOTAL INNSBRUCK</b>						<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>11.6</b>	<b>29.5</b>	<b>13.4</b>	<b>25.0</b>	<b>14.3</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>63.9</b>	<b>26</b>	<b>83</b>								
INVERNESS		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	30	0	0	6.7	36.7	33.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	9	83.3	14	30									
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	30	0	0	0.0	40.0	53.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	2	83.3	10	30									
		BIRMINGHAM	FLYBE LTD	S	A	30	0	0	0.0	13.3	46.7	20.0	13.3	3.3	3.3	0.0	0.0	0.0	19	83.3	9	30									
		BIRMINGHAM	FLYBE LTD	S	D	30	0	0	0.0	23.3	53.3	13.3	3.3	6.7	0.0	0.0	0.0	0.0	13	83.3	11	30									
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	3.3	16.7	30.0	20.0	16.7	6.7	3.3	0.0	0.0	3.3	27	50.0	25	30									
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	10.0	46.7	16.7	13.3	6.7	3.3	0.0	0.0	3.3	25	56.7	23	30									
		EAST MIDLANDS INTERNATIONAL	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	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	121	1									
		GLASGOW	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
		JERSEY	FLYBE 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	14	75.0	17	4									
		JERSEY	FLYBE LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	23	50.0	27	4									
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	1.3	18.2	42.9	18.2	9.1	7.8	1.3	1.3	0.0	0.0	22	62.8	24	78									
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	0.0	18.2	37.7	11.7	22.1	7.8	1.3	1.3	0.0	0.0	26	52.6	23	78									
		HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	37.2	41.9	14.0	2.3	0.0	4.7	0.0	0.0	0.0	0.0	6	70.0	14	30									
		HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	44.2	48.8	4.7	0.0	2.3	0.0	0.0	0.0	0.0	5	93.3	4	30									
		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	100.0	8	1									
		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	100.0	0	1									
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	0.0	34.7	24.5	6.1	20.4	12.2	2.0	0.0	0.0	0.0	24	70.8	17	48									
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	0.0	20.4	34.7	16.3	14.3	12.2	2.0	0.0	0.0	0.0	24	70.8	17	48									
		STANSTED	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	41	1									
		STANSTED	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	2	1									
		MANCHESTER	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	7	0.0	0	0									
		MANCHESTER	LOGANAIR LTD	S	A	69	0	0	40.6	46.4	5.8	1.4	2.9	2.9	0.0	0.0	0.0	0.0	4	84.3	8	82									
		MANCHESTER	LOGANAIR LTD	S	D	69	0	0	1.4	47.8	37.7	5.8	2.9	4.3	0.0	0.0	0.0	0.0	8	85.5	10	82									
<b>TOTAL INVERNESS</b>						<b>666</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>29.8</b>	<b>35.0</b>	<b>10.8</b>	<b>9.6</b>	<b>5.8</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>72.7</b>	<b>15</b>	<b>670</b>								

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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							
IQALUIT	MANCHESTER	FAI FLIGHT-AMBULANCE SERVICE	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 IQALUIT</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>	
IRELAND WEST(KNOCK)	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	3.3	46.7	30.0	3.3	3.3	10.0	3.3	0.0	0.0	0.0	0.0	17	66.7	24	30	
	BIRMINGHAM	FLYBE LTD	S	D	29	0	1	0.0	23.3	50.0	3.3	6.7	10.0	3.3	0.0	0.0	0.0	3.3	21	53.3	23	30	
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	30.8	7.7	15.4	15.4	30.8	0.0	0.0	0.0	0.0	0.0	38	61.5	17	13	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	0.0	15.4	30.8	0.0	0.0	0.0	0.0	0.0	40	61.5	24	13	
	EAST MIDLANDS INTERNATIONAL	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	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	21	0	0	4.8	23.8	23.8	28.6	19.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.3	11	22	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	21	0	0	0.0	4.8	42.9	28.6	19.0	4.8	0.0	0.0	0.0	0.0	0.0	23	63.6	18	22	
	EDINBURGH	FLYBE LTD	S	A	26	0	0	15.4	57.7	15.4	0.0	3.8	0.0	3.8	3.8	0.0	0.0	0.0	17	73.1	33	26	
	EDINBURGH	FLYBE LTD	S	D	26	0	0	0.0	50.0	34.6	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	73.1	35	26	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	22	0	0	4.5	36.4	31.8	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	90.5	5	21	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	22	0	0	0.0	13.6	50.0	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	90.5	3	21	
	GATWICK	AER LINGUS	S	A	28	0	2	6.7	30.0	20.0	20.0	10.0	6.7	0.0	0.0	0.0	0.0	6.7	15	70.0	15	30	
	GATWICK	AER LINGUS	S	D	29	0	1	0.0	40.0	36.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	3.3	12	66.7	12	30	
	LUTON	RYANAIR	S	A	40	0	0	12.5	27.5	30.0	7.5	15.0	2.5	2.5	2.5	0.0	0.0	0.0	22	87.2	6	39	
	LUTON	RYANAIR	S	D	39	0	0	0.0	15.4	43.6	20.5	10.3	7.7	2.6	0.0	0.0	0.0	0.0	22	74.4	8	39	
	STANSTED	RYANAIR	S	A	42	0	1	2.3	39.5	20.9	11.6	16.3	7.0	0.0	0.0	0.0	0.0	2.3	16	90.7	4	43	
	STANSTED	RYANAIR	S	D	43	0	0	0.0	11.6	62.8	11.6	9.3	4.7	0.0	0.0	0.0	0.0	0.0	14	97.7	4	43	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	6.7	40.0	30.0	6.7	6.7	10.0	0.0	0.0	0.0	0.0	0.0	14	81.0	14	21	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	0.0	16.7	60.0	6.7	3.3	13.3	0.0	0.0	0.0	0.0	0.0	17	66.7	18	21	
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>505</b>	<b>0</b>	<b>5</b>	<b>3.3</b>	<b>29.0</b>	<b>36.3</b>	<b>12.2</b>	<b>9.6</b>	<b>7.3</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>76.5</b>	<b>14</b>	<b>490</b>	
ISLAMABAD	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	13	0	0	0.0	61.5	7.7	7.7	0.0	7.7	15.4	0.0	0.0	0.0	0.0	30	25.0	80	8	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	13	0	0	0.0	30.8	30.8	0.0	7.7	15.4	7.7	7.7	0.0	0.0	0.0	48	37.5	73	8	
	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	60	0.0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	18	0	0	0.0	38.9	38.9	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	18	29.4	80	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	0.0	11.1	72.2	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	16	62.5	23	16	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE											JUN 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
ISLAMABAD		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	23	0	1	8.3	16.7	45.8	12.5	4.2	8.3	0.0	0.0	0.0	0.0	4.2	15	40.0	44	20
ISLAMABAD		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	22	0	1	0.0	4.3	47.8	17.4	13.0	8.7	0.0	4.3	0.0	0.0	4.3	35	20.0	49	20
<b>TOTAL ISLAMABAD</b>						<b>108</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>23.6</b>	<b>42.7</b>	<b>10.0</b>	<b>7.3</b>	<b>6.4</b>	<b>4.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>26</b>	<b>36.0</b>	<b>54</b>	<b>89</b>
ISLAY		GLASGOW	LOGANAIR LTD	S	A	64	0	0	6.3	50.0	20.3	7.8	7.8	4.7	3.1	0.0	0.0	0.0	0.0	15	83.1	16	77
ISLAY		GLASGOW	LOGANAIR LTD	S	D	64	0	0	0.0	34.4	37.5	9.4	10.9	4.7	3.1	0.0	0.0	0.0	0.0	17	76.6	17	77
<b>TOTAL ISLAY</b>						<b>128</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>42.2</b>	<b>28.9</b>	<b>8.6</b>	<b>9.4</b>	<b>4.7</b>	<b>3.1</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>17</b>	<b>154</b>
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	83.3	10	6
ISLE OF MAN		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	7	25
ISLE OF MAN		BELFAST CITY (GEORGE BEST)	FLYBE 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	7	100.0	1	2
ISLE OF MAN		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	10	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
ISLE OF MAN		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
ISLE OF MAN		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
ISLE OF MAN		BIRMINGHAM	FLYBE LTD	S	A	34	0	0	0.0	50.0	29.4	8.8	5.9	0.0	2.9	2.9	0.0	0.0	0.0	21	80.0	20	40
ISLE OF MAN		BIRMINGHAM	FLYBE LTD	S	D	34	0	0	0.0	0.0	50.0	26.5	17.6	2.9	0.0	0.0	2.9	0.0	0.0	29	50.0	31	40
ISLE OF MAN		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	
ISLE OF MAN		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	23.5	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	12	46.2	31	13	
ISLE OF MAN		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	35.3	23.5	23.5	17.6	0.0	0.0	0.0	0.0	0.0	14	53.8	26	13	
ISLE OF MAN		EDINBURGH	LOGANAIR LTD	S	A	18	0	0	22.2	22.2	22.2	0.0	5.6	16.7	11.1	0.0	0.0	0.0	0.0	34	88.2	4	17
ISLE OF MAN		EDINBURGH	LOGANAIR LTD	S	D	18	0	0	5.6	22.2	27.8	11.1	0.0	16.7	16.7	0.0	0.0	0.0	0.0	47	76.5	8	17
ISLE OF MAN		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	84.6	6	26	
ISLE OF MAN		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	80.8	8	26	
ISLE OF MAN		GLASGOW	FLYBE LTD	S	A	11	0	0	63.6	9.1	18.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	13	0.0	0	0	
ISLE OF MAN		GLASGOW	FLYBE LTD	S	D	11	0	0	0.0	9.1	54.5	9.1	9.1	9.1	9.1	0.0	0.0	0.0	31	0.0	0	0	
ISLE OF MAN		LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	27.3	50.9	5.5	5.5	1.8	3.6	1.8	1.8	0.0	0.0	1.8	13	81.4	6	42
ISLE OF MAN		LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	0.0	83.3	5.6	3.7	0.0	3.7	1.9	1.9	0.0	0.0	0.0	12	90.7	3	43
ISLE OF MAN		LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	108	0	1	7.3	49.5	36.7	3.7	0.0	1.8	0.0	0.0	0.0	0.0	0.9	4	74.1	12	107
ISLE OF MAN		LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	109	0	0	0.9	37.6	55.0	3.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3	84.5	9	110

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE										JUN 2017		
										NUMBER OF FLIGHTS														
										-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
										More than 15 m early	15 m to 15 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	66	0	1	10.4	31.3	31.3	11.9	9.0	4.5	0.0	0.0	0.0	0.0	0.0	1.5	13	53.7	23	67	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	0.0	31.8	40.9	6.1	16.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	15	67.2	15	67	
	LONDON CITY	BA CITYFLYER LTD	S	A	76	0	2	6.4	47.4	34.6	3.8	2.6	2.6	0.0	0.0	0.0	0.0	0.0	2.6	6	86.9	9	84	
	LONDON CITY	BA CITYFLYER LTD	S	D	76	0	2	0.0	19.2	53.8	14.1	7.7	2.6	0.0	0.0	0.0	0.0	0.0	2.6	12	63.5	14	85	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	45.0	25.0	15.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	16	14	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	0.0	20.0	40.0	15.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	18	69.2	16	13	
	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	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	0.0	0	0.0	17	1	
	MANCHESTER	EASTERN AIRWAYS	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	19	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	142	0	1	2.1	54.5	28.0	9.8	3.5	0.7	0.7	0.0	0.0	0.0	0.0	0.7	7	0.0	92	3	
	MANCHESTER	FLYBE LTD	S	D	142	0	1	0.0	23.1	55.2	14.7	4.9	0.0	0.7	0.7	0.0	0.0	0.0	0.7	11	25.0	33	4	
	MANCHESTER	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.8	7	134	
	MANCHESTER	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	8	133	
	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	0.0	0	80.8	10	26	
	NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	10	26	
	NEWCASTLE	FLYBE LTD	S	A	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>1128</b>	<b>0</b>	<b>9</b>	<b>5.5</b>	<b>37.7</b>	<b>37.2</b>	<b>9.1</b>	<b>5.1</b>	<b>3.0</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>76.4</b>	<b>12</b>	<b>1187</b>		
ISLES OF SCILLY (ST.MARYS)																								
	EXETER	ISLES OF SCILLY SKYBUS	S	A	98	0	1	1.0	29.3	51.5	10.1	2.0	3.0	2.0	0.0	0.0	0.0	1.0	12	79.6	7	95		
	EXETER	ISLES OF SCILLY SKYBUS	S	D	96	0	1	9.3	43.3	40.2	1.0	0.0	3.1	2.1	0.0	0.0	0.0	1.0	7	80.4	9	94		
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>					<b>194</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>36.2</b>	<b>45.9</b>	<b>5.6</b>	<b>1.0</b>	<b>3.1</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>80.0</b>	<b>8</b>	<b>189</b>		
ISTANBUL																								
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	51	0	0	11.8	47.1	29.4	7.8	2.0	2.0	0.0	0.0	0.0	0.0	0.0	6	69.2	11	52		
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	52	0	0	0.0	13.5	46.2	17.3	13.5	5.8	1.9	1.9	0.0	0.0	0.0	24	50.0	20	52		
	EDINBURGH	THY TURKISH AIRLINES	S	A	30	0	0	10.0	46.7	23.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	73.3	10	30		
	EDINBURGH	THY TURKISH AIRLINES	S	D	30	0	0	0.0	10.0	40.0	36.7	10.0	3.3	0.0	0.0	0.0	0.0	0.0	16	46.7	24	30		
	GATWICK	THY TURKISH AIRLINES	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	0		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	More than 360 m late	Unmat	Can
		GATWICK		THY TURKISH AIRLINES		S A				60 0		0 0		3.3 20.0 36.7 21.7 13.3 5.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										17 65.6 14 61							
		GATWICK		THY TURKISH AIRLINES		S D				60 0		0 0		0.0 6.7 51.7 21.7 11.7 8.3 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 40.0 26 60							
		HEATHROW		BRITISH AIRWAYS PLC		S A				48 0		0 0		12.5 52.1 14.6 6.3 6.3 6.3 2.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										13 75.9 10 79							
		HEATHROW		BRITISH AIRWAYS PLC		S D				48 0		0 0		0.0 6.3 50.0 20.8 20.8 2.1 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										18 83.5 8 79							
		HEATHROW		THY TURKISH AIRLINES		S A				163 0		0 0		9.2 40.5 35.6 6.1 6.1 1.8 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										8 66.5 15 161							
		HEATHROW		THY TURKISH AIRLINES		S D				163 0		0 0		0.0 17.8 55.2 13.5 11.0 1.8 0.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										14 67.7 19 161							
		LUTON		MNG AIRLINES		S D				1 0		0 0		0.0 0.0 0.0 0.0 0.0 0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										101 0.0 0 0							
		STANSTED		ATLASJET INTERNATIONAL		S A				21 0		0 0		57.1 23.8 14.3 4.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										2 96.7 2 30							
		STANSTED		ATLASJET INTERNATIONAL		S D				21 0		0 0		0.0 4.8 52.4 19.0 14.3 9.5 0.0 0.0 0.0 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 70.0 11 30							
		MANCHESTER		THY TURKISH AIRLINES		S A				60 0		0 0		6.7 45.0 25.0 10.0 10.0 3.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										10 71.7 10 60							
		MANCHESTER		THY TURKISH AIRLINES		S D				60 0		0 0		0.0 5.0 40.0 28.3 21.7 5.0 0.0 0.0 0.0 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 35.0 23 60							
<b>TOTAL ISTANBUL</b>										<b>868</b>		<b>0</b>		<b>1 5.5 25.7 39.5 14.7 10.4 3.6 0.5 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>										<b>14 65.4 15 945</b>							
ISTANBUL (SABIHA GOKCEN)																															
		BELFAST INTERNATIONAL		SUNEXPRESS		C A				0 0		0 0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										0 0.0 65 1							
		GATWICK		THY TURKISH AIRLINES		S A				30 0		0 0		33.3 43.3 20.0 0.0 3.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										2 93.1 6 29							
		GATWICK		THY TURKISH AIRLINES		S D				30 0		0 0		0.0 10.0 53.3 30.0 3.3 3.3 0.0 0.0 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 40.0 25 30							
		STANSTED		PEGASUS AIRLINES		S A				97 0		0 0		26.8 42.3 18.6 9.3 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										4 94.7 5 94							
		STANSTED		PEGASUS AIRLINES		S D				97 0		0 0		0.0 9.3 43.3 23.7 20.6 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										18 51.6 22 95							
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>										<b>254</b>		<b>0</b>		<b>0 14.2 26.0 32.3 16.1 9.8 1.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>										<b>11 71.1 14 249</b>							
IZMIR (ADNAN MENDERES)																															
		BIRMINGHAM		THOMAS COOK AIRLINES LTD		S A				4 0		0 0		0.0 25.0 0.0 25.0 0.0 25.0 0.0 0.0 0.0 0.0 25.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										366 50.0 22 4							
		BIRMINGHAM		THOMAS COOK AIRLINES LTD		S D				4 0		1 0		0.0 0.0 40.0 0.0 20.0 20.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 20.0 0.0 0.0 0.0 0.0 0.0										30 50.0 22 4							
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S A				1 0		0 0		0.0 0.0 0.0 0.0 0.0 0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0										134 0.0 0 0							
		GATWICK		EASYJET AIRLINE COMPANY LTD		S A				11 0		0 0		0.0 36.4 18.2 9.1 18.2 0.0 18.2 0.0 0.0 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 50.0 23 10							
		GATWICK		EASYJET AIRLINE COMPANY LTD		S D				11 0		0 0		0.0 0.0 54.5 18.2 9.1 0.0 18.2 0.0 0.0 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 40.0 19 10							
		GATWICK		THOMAS COOK AIRLINES LTD		S A				9 0		0 0		0.0 22.2 11.1 22.2 11.1 22.2 0.0 11.1 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										65 100.0 1 9							

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	0.0	55.6	11.1	11.1	0.0	0.0	0.0	0.0	48	87.5	3	8	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	45	50.0	12	4	
	GATWICK	TUI AIRWAYS LTD	C	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	25	100.0	7	4	
	LUTON	SUNEXPRESS	S	A	6	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	4	
	LUTON	SUNEXPRESS	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	50.0	10	4	
	STANSTED	PEGASUS AIRLINES	S	A	13	0	0	38.5	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.7	2	12	
	STANSTED	PEGASUS AIRLINES	S	D	13	0	0	0.0	0.0	23.1	38.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	36	25.0	26	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	14.3	21.4	21.4	7.1	28.6	0.0	7.1	0.0	0.0	0.0	52	55.6	21	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	15	0	1	0.0	0.0	31.3	6.3	12.5	25.0	12.5	6.3	0.0	0.0	6.3	65	50.0	21	8	
	MANCHESTER	TUI AIRWAYS LTD	C	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	50	0.0	39	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	50.0	29	4	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>141</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>10.5</b>	<b>29.4</b>	<b>14.0</b>	<b>18.2</b>	<b>14.0</b>	<b>6.3</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>49</b>	<b>59.1</b>	<b>16</b>	<b>110</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: J			NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 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				
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	13	0	0	23.1	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	6	12				
		HEATHROW	GARUDA INDONESIA	S	D	13	0	0	0.0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	91.7	3	12				
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</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>8</b>	<b>91.7</b>	<b>5</b>	<b>24</b>				
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	44.8	41.4	3.4	3.4	3.4	0.0	0.0	3.4	0.0	0.0	0.0	9	81.5	15	27				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	27.6	51.7	13.8	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	96.3	4	27				
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	29	0	1	3.3	30.0	43.3	6.7	10.0	3.3	0.0	0.0	0.0	0.0	3.3	11	66.7	21	30				
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	29	0	1	10.0	56.7	20.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	3.3	4	86.7	8	30				
		LUTON	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	21	0	0	9.5	47.6	19.0	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	9	42.9	65	21				
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	21	0	0	0.0	19.0	33.3	9.5	19.0	19.0	0.0	0.0	0.0	0.0	0.0	27	42.9	41	21				
<b>TOTAL JEDDAH</b>						<b>158</b>	<b>0</b>	<b>2</b>	<b>11.9</b>	<b>37.5</b>	<b>28.8</b>	<b>8.8</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>72.0</b>	<b>23</b>	<b>157</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	4	5					
		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	80.0	11	5					
		GATWICK	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	9	0.0	0	0				
		GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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					
		STANSTED	RYANAIR	S	A	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	9	88.2	6	17				
		STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	52.9	35.3	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	94.1	7	17				
<b>TOTAL JEREZ</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>52.3</b>	<b>13.6</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>10</b>	<b>91.1</b>	<b>6</b>	<b>45</b>				
JERSEY		ABERDEEN	FLYBE LTD	S	A	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	31	100.0	1	4					
		ABERDEEN	FLYBE 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	10	100.0	2	4					
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	0.0	36.4	9.1	0.0	36.4	9.1	9.1	0.0	0.0	0.0	0.0	36	87.5	4	8				
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	9.1	45.5	9.1	18.2	18.2	0.0	0.0	0.0	0.0	0.0	27	75.0	7	8				
		BIRMINGHAM	FLYBE LTD	S	A	65	0	0	6.2	23.1	32.3	18.5	9.2	6.2	3.1	1.5	0.0	0.0	0.0	24	54.1	23	60				
		BIRMINGHAM	FLYBE LTD	S	D	65	0	0	0.0	4.6	41.5	24.6	15.4	7.7	6.2	0.0	0.0	0.0	0.0	32	59.6	24	52				

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
BRISTOL	FLYBE LTD	S	A	35	0	0	8.6	54.3	22.9	2.9	5.7	5.7	0.0	0.0	0.0	0.0	0.0	8	94.3	4	35		
BRISTOL	FLYBE LTD	S	D	35	0	0	0.0	22.9	57.1	5.7	8.6	5.7	0.0	0.0	0.0	0.0	0.0	12	85.7	9	35		
CARDIFF WALES	FLYBE LTD	S	A	18	0	0	5.6	50.0	27.8	0.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	53.8	17	13		
CARDIFF WALES	FLYBE LTD	S	D	18	0	0	0.0	27.8	38.9	5.6	16.7	5.6	5.6	0.0	0.0	0.0	0.0	23	69.2	16	13		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	30	0	0	0.0	43.3	23.3	20.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	12	72.4	14	29		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	30	0	0	0.0	20.0	56.7	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	11	70.0	14	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	29	0	1	3.3	53.3	23.3	6.7	6.7	3.3	0.0	0.0	0.0	0.0	3.3	8	73.3	32	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	30	0	0	0.0	23.3	40.0	20.0	6.7	10.0	0.0	0.0	0.0	0.0	0.0	17	76.7	35	30		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	11.1	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	0.0	11.1	55.6	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
EDINBURGH	FLYBE LTD	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	4	87.5	17	8		
EDINBURGH	FLYBE 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	75.0	22	8		
EXETER	FLYBE LTD	S	A	30	2	0	9.4	31.3	25.0	15.6	6.3	6.3	0.0	0.0	0.0	6.3	0.0	13	82.8	12	29		
EXETER	FLYBE LTD	S	D	25	0	0	0.0	44.0	36.0	4.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	12	88.0	12	25		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	0.0	26.3	31.6	21.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	17	42.9	18	21		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	0.0	36.8	36.8	21.1	0.0	5.3	0.0	0.0	0.0	0.0	0.0	12	71.4	13	21		
GLASGOW	FLYBE LTD	S	A	4	0	1	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	16	75.0	11	4		
GLASGOW	FLYBE LTD	S	D	4	0	1	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	18	75.0	10	4		
LEEDS BRADFORD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	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	12	100.0	1	13		
LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	61.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	13		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	9.3	41.9	23.3	9.3	11.6	2.3	0.0	2.3	0.0	0.0	0.0	15	70.7	19	41		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	0.0	41.9	27.9	18.6	9.3	2.3	0.0	0.0	0.0	0.0	0.0	12	68.3	11	41		
GATWICK	BRITISH AIRWAYS PLC	S	A	144	0	3	24.5	34.7	25.9	8.8	2.0	0.7	0.0	1.4	0.0	0.0	2.0	8	85.2	7	141		
GATWICK	BRITISH AIRWAYS PLC	S	D	144	0	4	0.7	36.5	42.6	8.1	7.4	1.4	0.0	0.7	0.0	0.0	2.7	10	78.2	10	141		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	0	1	18.3	30.1	28.0	8.6	5.4	5.4	1.1	2.2	0.0	0.0	1.1	17	64.2	17	95		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	0.0	29.3	41.3	16.3	2.2	5.4	5.4	0.0	0.0	0.0	0.0	19	57.9	21	95		

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	FLYBE LTD	S	A	46	0	0	28.3	43.5	13.0	2.2	8.7	2.2	0.0	2.2	0.0	0.0	0.0	12	85.4	9	48	
	LONDON CITY	FLYBE LTD	S	D	46	0	0	0.0	41.3	37.0	6.5	8.7	2.2	2.2	2.2	0.0	0.0	0.0	18	56.3	17	48	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	6.7	30.0	16.7	13.3	10.0	20.0	0.0	0.0	0.0	0.0	3.3	24	77.3	14	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	6.7	33.3	26.7	13.3	20.0	0.0	0.0	0.0	0.0	0.0	33	68.2	20	22	
	MANCHESTER	FLYBE LTD	S	A	34	0	1	0.0	20.0	28.6	14.3	11.4	17.1	5.7	0.0	0.0	0.0	2.9	36	65.8	18	38	
	MANCHESTER	FLYBE LTD	S	D	34	0	1	0.0	14.3	45.7	11.4	11.4	14.3	0.0	0.0	0.0	0.0	2.9	21	71.1	17	38	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	29.4	35.3	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	100.0	0	14	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	58.8	23.5	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	11	92.9	3	14	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.0	6	86	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	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	33	84.9	7	86	
	SOUTHAMPTON	FLYBE LTD	S	A	141	0	2	4.9	51.0	25.9	5.6	4.2	7.0	0.0	0.0	0.0	0.0	1.4	10	71.9	18	64	
	SOUTHAMPTON	FLYBE LTD	S	D	141	0	2	0.0	33.6	47.6	6.3	4.9	6.3	0.0	0.0	0.0	0.0	1.4	10	81.3	12	64	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	21.4	28.6	7.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	24	76.5	20	17	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	50.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	82.4	19	17	
	DURHAM TEES VALLEY	FLYBE LTD	S	A	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	35	75.0	12	4	
	DURHAM TEES VALLEY	FLYBE 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	28	50.0	31	4	
<b>TOTAL JERSEY</b>					<b>1683</b>	<b>2</b>	<b>18</b>	<b>5.9</b>	<b>33.5</b>	<b>33.4</b>	<b>10.6</b>	<b>8.0</b>	<b>5.7</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>1.1</b>	<b>15</b>	<b>74.8</b>	<b>14</b>	<b>1639</b>	
<b>JOHANNESBURG</b>																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	26.7	46.7	21.7	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	11	96.7	3	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	18.3	30.0	13.3	16.7	8.3	8.3	0.0	5.0	0.0	0.0	75	76.7	14	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	0.0	16.7	36.7	33.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	19	86.2	6	58	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	0.0	40.0	53.3	0.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	96.6	2	58	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	13.3	73.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	6	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	43.3	43.3	3.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	9	93.3	29	30	
<b>TOTAL JOHANNESBURG</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.9</b>	<b>30.8</b>	<b>8.3</b>	<b>5.8</b>	<b>4.2</b>	<b>2.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>90.2</b>	<b>9</b>	<b>296</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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
KALAMATA		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	4					
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	9	4					
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	9.1	9.1	45.5	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	22	60.0	22	10					
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	36.4	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	12	10					
		GATWICK	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	58	25.0	31	4					
		GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	8	4					
		HEATHROW	BRITISH AIRWAYS PLC	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	40	100.0	3	4					
		HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	3	4					
		HEATHROW	BRITISH AIRWAYS PLC	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	20	77.8	11	9					
		HEATHROW	BRITISH AIRWAYS PLC	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	7	88.9	5	9					
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	25.0	12.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	75.0	13	4					
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	50.0	0.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	44	75.0	13	4					
<b>TOTAL KALAMATA</b>						<b>80</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>22.5</b>	<b>33.8</b>	<b>12.5</b>	<b>15.0</b>	<b>13.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>81.4</b>	<b>11</b>	<b>70</b>					
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	S	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	81	50.0	17	6					
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	7	0	0	0.0	0.0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	34	66.7	13	6					
		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	0.0	31	4					
<b>TOTAL KARACHI</b>						<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>28.6</b>	<b>21.4</b>	<b>35.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>43.8</b>	<b>19</b>	<b>16</b>					
KARLSRUHE/BADEN BADEN		EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	11.1	11.1	11.1	11.1	11.1	0.0	0.0	0.0	57	0.0	0	0					
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	0.0	11.1	11.1	11.1	11.1	0.0	0.0	0.0	57	0.0	0	0					
		STANSTED	RYANAIR	S	A	30	0	0	6.7	16.7	43.3	13.3	13.3	3.3	0.0	3.3	0.0	0.0	0.0	20	90.0	5	30					
		STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	10.0	33.3	33.3	13.3	3.3	3.3	0.0	0.0	0.0	45	53.3	19	30					
<b>TOTAL KARLSRUHE/BADEN BADEN</b>						<b>78</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>12.8</b>	<b>26.9</b>	<b>19.2</b>	<b>20.5</b>	<b>9.0</b>	<b>3.8</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>71.7</b>	<b>12</b>	<b>60</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	62.5	18	8						
		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	62.5	23	8						

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	RYANAIR	S A	9	0	0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	88.9	22	9			
BIRMINGHAM	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	18	88.9	22	9				
BRISTOL	WIZZ AIR	S A	11	0	0	9.1	27.3	27.3	18.2	18.2	0.0	0.0	0.0	0.0	0.0	15	50.0	37	10				
BRISTOL	WIZZ AIR	S D	11	0	0	0.0	27.3	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	15	10.0	50	10				
DONCASTER SHEFFIELD	WIZZ AIR	S A	21	0	0	0.0	19.0	38.1	14.3	19.0	9.5	0.0	0.0	0.0	0.0	19	68.2	19	22				
DONCASTER SHEFFIELD	WIZZ AIR	S D	21	0	0	0.0	0.0	47.6	19.0	23.8	9.5	0.0	0.0	0.0	0.0	26	63.6	24	22				
EDINBURGH	RYANAIR	S A	9	0	0	0.0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	46	0.0	0	0				
EDINBURGH	RYANAIR	S D	9	0	0	0.0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	50	0.0	0	0				
GLASGOW	WIZZ AIR	S A	11	0	0	9.1	36.4	9.1	27.3	18.2	0.0	0.0	0.0	0.0	0.0	15	80.0	4	10				
GLASGOW	WIZZ AIR	S D	11	0	0	0.0	0.0	27.3	18.2	45.5	9.1	0.0	0.0	0.0	0.0	33	60.0	12	10				
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S A	11	0	0	9.1	54.5	27.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	4	90.0	10	10				
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S D	11	0	0	0.0	18.2	72.7	0.0	9.1	0.0	0.0	0.0	0.0	0.0	4	70.0	15	10				
LUTON	WIZZ AIR	S A	75	0	0	8.0	44.0	21.3	13.3	8.0	5.3	0.0	0.0	0.0	0.0	12	83.7	10	86				
LUTON	WIZZ AIR	S D	74	0	0	0.0	6.8	40.5	25.7	20.3	4.1	2.7	0.0	0.0	0.0	24	57.0	22	86				
STANSTED	RYANAIR	S A	30	0	0	0.0	10.0	16.7	13.3	36.7	13.3	6.7	3.3	0.0	0.0	49	66.7	19	30				
STANSTED	RYANAIR	S D	30	0	0	0.0	3.3	20.0	26.7	30.0	13.3	6.7	0.0	0.0	0.0	40	70.0	18	30				
<b>TOTAL KATOWICE</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>19.8</b>	<b>29.7</b>	<b>19.3</b>	<b>19.0</b>	<b>7.1</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.4</b>	<b>19</b>	<b>370</b>				
KAUNAS																							
BRISTOL	RYANAIR	S A	13	0	0	7.7	30.8	46.2	0.0	15.4	0.0	0.0	0.0	0.0	0.0	10	91.7	7	12				
BRISTOL	RYANAIR	S D	13	0	0	0.0	7.7	53.8	15.4	7.7	15.4	0.0	0.0	0.0	0.0	22	58.3	14	12				
EDINBURGH	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	62.5	30	8				
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	6	87.5	7	8				
LUTON	RYANAIR	S A	30	0	0	13.3	30.0	46.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	19	30				
LUTON	RYANAIR	S D	30	0	0	0.0	6.7	76.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	9	73.3	26	30				
LUTON	WIZZ AIR	S A	28	0	0	3.6	46.4	28.6	14.3	0.0	0.0	7.1	0.0	0.0	0.0	16	82.8	8	29				
LUTON	WIZZ AIR	S D	28	0	0	0.0	21.4	64.3	3.6	3.6	3.6	3.6	0.0	0.0	0.0	14	90.3	8	31				
STANSTED	RYANAIR	S A	22	0	0	22.7	50.0	18.2	0.0	4.5	0.0	0.0	0.0	4.5	0.0	23	100.0	0	17				
STANSTED	RYANAIR	S D	22	0	0	0.0	0.0	31.8	22.7	31.8	13.6	0.0	0.0	0.0	0.0	34	76.5	14	17				
<b>TOTAL KAUNAS</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>24.5</b>	<b>48.5</b>	<b>9.8</b>	<b>6.9</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>15</b>	<b>83.0</b>	<b>13</b>	<b>194</b>				
KAVALA																							
BIRMINGHAM	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	34	75.0	17	4				
BIRMINGHAM	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	42	75.0	9	4				
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4				
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	4	0	0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	4				

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	2	4
	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	8	75.0	7	4
	GATWICK	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	71	100.0	6	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	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	100.0	2	5
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	4
	GATWICK	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	23	100.0	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	98	80.0	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	77	100.0	2	5
	MANCHESTER	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	15	75.0	27	4
	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	4	75.0	35	4
	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	7	0.0	0	0
<b>TOTAL KAVALA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>12.7</b>	<b>14.3</b>	<b>11.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>90.0</b>	<b>9</b>	<b>60</b>
KEFALLINIA																						
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	80	0.0	81	4
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	0.0	20.0	0.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	92	25.0	91	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	455	0.0	58	4
	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	36	0.0	61	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	88.9	3	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	62.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	34	77.8	12	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	12.5	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	37.5	24	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	49	62.5	20	8
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	40.0	15	5
	BRISTOL	THOMAS COOK AIRLINES 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	14	60.0	16	5
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	4
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	18	4
	CARDIFF WALES	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	20	100.0	2	4
	CARDIFF WALES	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	13	75.0	12	4
	DONCASTER SHEFFIELD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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									
	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	0.0	5	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	39	60.0	7	4	
	EAST MIDLANDS 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	6	50.0	14	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	5	
	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	16	100.0	5	5	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	22	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	26	4	
	GLASGOW	JET2.COM LTD	S	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	14	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	50.0	20	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	36	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	0.0	41.7	12.5	16.7	20.8	8.3	0.0	0.0	0.0	0.0	0.0	21	52.0	34	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	0.0	8.3	70.8	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	10	37.5	28	24	
	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	50.0	17	4	
	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	60	4	
	GATWICK	ENTER AIR	S	A	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
	GATWICK	ENTER AIR	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	23	0.0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	8	0	0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	50.0	37	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	8	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	75.0	31	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	37.5	28	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	10	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	22.2	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	30	37.5	98	8	
	GATWICK	THOMAS COOK AIRLINES 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	11	75.0	88	8	
	GATWICK	TUI AIRWAYS LTD	C	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	23	66.7	17	9	
	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	9	9	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	0.0	7	0.0	0	0		
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	0.0	4	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S A	9	0	0	0.0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
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	0.0	8	0.0	0	0		
LUTON	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	0.0	20	75.0	33	4		
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	10	100.0	0	4		
STANSTED	JET2.COM LTD	S A	9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0		
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
STANSTED	RYANAIR	S A	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	88.9	5	9		
STANSTED	RYANAIR	S D	8	0	0	0.0	0.0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	31	77.8	12	9		
STANSTED	THOMAS COOK AIRLINES LTD	S A	4	0	0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	80	100.0	4	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	22	100.0	0	4		
STANSTED	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	36	75.0	5	4		
STANSTED	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	9	100.0	4	4		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	11.1	22.2	22.2	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	50	77.8	9	9		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	22.2	33.3	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	34	77.8	11	9		
MANCHESTER	EUROPE AIRPOST	C A	4	0	0	0.0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	92	0.0	78	4		
MANCHESTER	EUROPE AIRPOST	C D	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	103	0.0	63	4		
MANCHESTER	FLYBE LTD	C A	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	75.0	26	4		
MANCHESTER	FLYBE 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	0.0	15	75.0	18	4		
MANCHESTER	JET2.COM LTD	S A	12	0	1	15.4	38.5	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7	13	87.5	5	8		
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	7.7	38.5	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	6	8		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	33.3	44.4	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	29	62.5	27	8		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	30	50.0	38	8		
MANCHESTER	TUI AIRWAYS LTD	C A	16	0	0	0.0	12.5	31.3	25.0	6.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	33	76.5	17	17		
MANCHESTER	TUI AIRWAYS LTD	C D	16	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	24	76.5	20	17		
NEWCASTLE	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	0.0	11	100.0	0	4		
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	0.0	25	100.0	4	4		
NEWCASTLE	TUI AIRWAYS 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	0.0	15	100.0	5	5		
NEWCASTLE	TUI AIRWAYS LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	5		
<b>TOTAL KEFALLINIA</b>			<b>473</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>18.8</b>	<b>34.8</b>	<b>21.3</b>	<b>12.7</b>	<b>6.8</b>	<b>1.3</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>28</b>	<b>64.2</b>	<b>24</b>	<b>400</b>		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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
KEFLAVIK	ABERDEEN	FLUGFELAG ISLANDS(AIR ICELAND)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	11	13
	ABERDEEN	FLUGFELAG ISLANDS(AIR ICELAND)	S	D	0	0	0	0.0	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
	BELFAST CITY (GEORGE BEST)	FLUGFELAG ISLANDS(AIR ICELAND)	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	22	13
	BELFAST CITY (GEORGE BEST)	FLUGFELAG ISLANDS(AIR ICELAND)	S	D	0	0	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	24	13
	BELFAST INTERNATIONAL	WOW 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
	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	27	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	72.7	34	11
	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	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
	BRISTOL	WOW AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	12	7
	BRISTOL	WOW AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	7
	EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	0	0	0	0.0	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	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	20	55.6	16	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	90.0	7	10
	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	175	1
	EDINBURGH	WOW AIR	S	A	13	0	0	15.4	23.1	15.4	0.0	15.4	15.4	0.0	15.4	0.0	0.0	0.0	71	94.1	7	17
	EDINBURGH	WOW AIR	S	D	13	0	0	0.0	30.8	30.8	7.7	15.4	0.0	0.0	15.4	0.0	0.0	0.0	61	76.5	15	17
	GLASGOW	ICELANDAIR	S	A	30	0	0	0.0	6.7	10.0	20.0	36.7	6.7	13.3	6.7	0.0	0.0	0.0	62	20.0	90	30
	GLASGOW	ICELANDAIR	S	D	30	0	0	0.0	23.3	40.0	10.0	10.0	10.0	3.3	3.3	0.0	0.0	0.0	31	66.7	29	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	25.0	25.0	8.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	23.1	60	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	8.3	75.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	15	13
	GATWICK	ICELANDAIR	S	A	30	0	0	0.0	6.7	26.7	20.0	40.0	6.7	0.0	0.0	0.0	0.0	0.0	30	46.7	36	30
	GATWICK	ICELANDAIR	S	D	30	0	1	0.0	3.2	35.5	16.1	35.5	6.5	0.0	0.0	0.0	0.0	3.2	26	56.7	33	30
	GATWICK	WOW AIR	S	A	60	0	0	21.7	11.7	28.3	18.3	10.0	3.3	5.0	1.7	0.0	0.0	0.0	25	83.3	12	60
	GATWICK	WOW AIR	S	D	60	0	0	0.0	20.0	43.3	15.0	11.7	3.3	3.3	3.3	0.0	0.0	0.0	26	68.3	17	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	26.7	36.7	20.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	8	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	40.0	50.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	17
	HEATHROW	ICELANDAIR	S	A	60	0	0	1.7	8.3	23.3	21.7	25.0	16.7	1.7	1.7	0.0	0.0	0.0	37	38.3	30	60

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	ICELANDAIR	S	D	60	0	0	0.0	3.3	16.7	25.0	38.3	11.7	5.0	0.0	0.0	0.0	0.0	40	38.3	31	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	4.0	36.0	40.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	10	84.6	10	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	48.0	48.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	8	26
	LUTON	WIZZ AIR	S	A	17	0	0	0.0	11.8	17.6	23.5	23.5	23.5	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	LUTON	WIZZ AIR	S	D	17	0	0	0.0	29.4	52.9	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	WOW AIR	S	A	30	0	0	0.0	20.0	26.7	16.7	16.7	13.3	6.7	0.0	0.0	0.0	0.0	32	0.0	0	0
	STANSTED	WOW AIR	S	D	30	0	0	0.0	6.7	23.3	30.0	20.0	16.7	3.3	0.0	0.0	0.0	0.0	37	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	12.5	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	32	8
	MANCHESTER	EASYJET AIRLINE COMPANY 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	11	87.5	13	8
	MANCHESTER	ICELANDAIR	S	A	21	0	0	0.0	19.0	47.6	23.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	14	40.9	36	22
	MANCHESTER	ICELANDAIR	S	D	21	0	0	0.0	14.3	52.4	19.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	81.8	12	22
<b>TOTAL KEFLAVIK</b>					<b>690</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>17.5</b>	<b>32.1</b>	<b>16.9</b>	<b>18.5</b>	<b>6.8</b>	<b>2.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>27</b>	<b>64.3</b>	<b>24</b>	<b>675</b>
KERRY COUNTY																						
	LUTON	RYANAIR	S	A	30	0	0	13.3	13.3	40.0	10.0	10.0	6.7	3.3	3.3	0.0	0.0	0.0	25	90.0	6	30
	LUTON	RYANAIR	S	D	30	0	0	0.0	23.3	43.3	13.3	10.0	6.7	0.0	3.3	0.0	0.0	0.0	23	96.7	4	30
	STANSTED	RYANAIR	S	A	21	0	0	0.0	9.5	28.6	23.8	19.0	9.5	4.8	4.8	0.0	0.0	0.0	42	63.6	13	22
	STANSTED	RYANAIR	S	D	21	0	0	0.0	4.8	33.3	38.1	14.3	9.5	0.0	0.0	0.0	0.0	0.0	27	77.3	10	22
<b>TOTAL KERRY COUNTY</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>13.7</b>	<b>37.3</b>	<b>19.6</b>	<b>12.7</b>	<b>7.8</b>	<b>2.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>83.7</b>	<b>8</b>	<b>104</b>
KIEV (BORISPOL)																						
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	60	0	0	0.0	18.3	60.0	16.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	10	61.7	15	60
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	60	0	0	0.0	15.0	31.7	25.0	25.0	0.0	1.7	1.7	0.0	0.0	0.0	24	51.7	20	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	43.3	36.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	76.7	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	60.0	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	9	30
<b>TOTAL KIEV (BORISPOL)</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>20.6</b>	<b>46.7</b>	<b>16.7</b>	<b>13.3</b>	<b>0.6</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>63.9</b>	<b>15</b>	<b>180</b>
KIEV (ZHULYANY)																						
	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	WIZZ AIR	S	A	13	0	1	14.3	21.4	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	11	33.3	32	9
	LUTON	WIZZ AIR	S	D	13	0	1	0.0	7.1	28.6	21.4	35.7	0.0	0.0	0.0	0.0	0.0	7.1	25	44.4	30	9
<b>TOTAL KIEV (ZHULYANY)</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>21.4</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>18</b>	<b>42.1</b>	<b>29</b>	<b>19</b>
KIGALI																						
	GATWICK	RWANDAIR EXPRESS	S	A	13	0	0	0.0	30.8	53.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	9	14

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	RWANDAIR EXPRESS	S	D	13	0	0	0.0	30.8	30.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	57.1	17	14
<b>TOTAL KIGALI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>42.3</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>12</b>	<b>64.3</b>	<b>13</b>	<b>28</b>	
KINGSTON																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	0.0	33.3	16.7	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	19	64.7	18	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	7.7	15.4	30.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	33	47.1	22	17
	GATWICK	QATAR EXECUTIVE	C	A	0	0	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 KINGSTON</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>16.0</b>	<b>32.0</b>	<b>20.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>57.1</b>	<b>20</b>	<b>35</b>	
KIRKWALL																						
	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	74.1	15	27	
	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	74.1	17	27	
	ABERDEEN	LOGANAIR 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	196	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	A	95	0	1	22.9	42.7	17.7	10.4	1.0	3.1	1.0	0.0	0.0	0.0	1.0	8	85.2	6	61
	ABERDEEN	LOGANAIR LTD	S	D	93	0	1	0.0	42.6	36.2	8.5	6.4	5.3	0.0	0.0	0.0	0.0	1.1	11	85.2	8	61
	EDINBURGH	LOGANAIR LTD	S	A	86	0	0	11.6	33.7	30.2	14.0	7.0	3.5	0.0	0.0	0.0	0.0	0.0	12	66.7	14	81
	EDINBURGH	LOGANAIR LTD	S	D	85	0	0	0.0	28.2	43.5	16.5	4.7	4.7	2.4	0.0	0.0	0.0	0.0	15	60.5	17	81
	GLASGOW	LOGANAIR LTD	S	A	44	0	1	11.1	22.2	31.1	11.1	13.3	8.9	0.0	0.0	0.0	0.0	2.2	19	68.6	16	35
	GLASGOW	LOGANAIR LTD	S	D	44	0	0	0.0	27.3	40.9	6.8	15.9	9.1	0.0	0.0	0.0	0.0	0.0	18	85.3	12	34
	MANCHESTER	LOGANAIR LTD	S	A	3	0	0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	MANCHESTER	LOGANAIR 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	12	0.0	0	0
<b>TOTAL KIRKWALL</b>					<b>455</b>	<b>0</b>	<b>3</b>	<b>8.1</b>	<b>34.1</b>	<b>32.3</b>	<b>12.0</b>	<b>7.0</b>	<b>5.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.7</b>	<b>13</b>	<b>407</b>	
KOS																						
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	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	32	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	0.0	50.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	29	66.7	30	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25	55.6	42	9
	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	0.0	29	37.5	22	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	50.0	20	8
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	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	24	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	4
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	29	100.0	2	4
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	4

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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 D	5	0	0	20.0	0.0	20.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	39	75.0	5	4	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	60.0	24	5	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	60.0	19	5	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	33	25.0	24	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	18	8		
EDINBURGH	JET2.COM LTD	S A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	11.1	0.0	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38	87.5	7	8		
GLASGOW	EASYJET AIRLINE COMPANY LTD	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	0.0	35	87.5	6	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S 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	0.0	16	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	0.0	6	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	10	0	0	10.0	20.0	20.0	10.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	31	75.0	5	4		
LEEDS BRADFORD	JET2.COM LTD	S D	11	0	0	0.0	0.0	36.4	27.3	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	41	75.0	6	4		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	0.0	10.0	10.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	40	60.0	30	10		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	11	0	0	0.0	0.0	45.5	9.1	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	29	40.0	35	10		
GATWICK	ENTER AIR	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	0.0	27	25.0	22	4		
GATWICK	ENTER AIR	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	0.0	27	50.0	14	4		
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	1	4		
GATWICK	GERMANIA FLUGGESELLSCHAFT	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	9	0	0	0.0	0.0	22.2	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	1	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C 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	0.0	26	50.0	20	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	12	0	0	8.3	8.3	8.3	33.3	8.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	56	76.9	18	13		
GATWICK	THOMAS COOK AIRLINES LTD	S D	12	0	0	0.0	8.3	8.3	41.7	8.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	62	69.2	20	13		
GATWICK	TUI AIRWAYS LTD	C A	16	0	1	0.0	41.2	11.8	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	5.9	17	61.9	14	21		
GATWICK	TUI AIRWAYS LTD	C D	16	0	0	0.0	0.0	56.3	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	19	45.0	21	20		
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	STANSTED	JET2.COM LTD	S	A	12	0	0	8.3	33.3	25.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	7	9	
	STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	0.0	91.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	10	9	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	55	80.0	9	5	
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	80.0	7	5	
	STANSTED	TUI AIRWAYS LTD	C	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	17	50.0	33	4	
	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	19	25.0	39	4	
	MANCHESTER	EUROPE AIRPOST	C	A	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	83	87.5	6	8	
	MANCHESTER	EUROPE AIRPOST	C	D	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	65	87.5	7	8	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	15.4	38.5	15.4	15.4	7.7	0.0	0.0	7.7	0.0	0.0	55	75.0	20	8	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	0.0	25.0	58.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	14	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	16	0	0	0.0	12.5	31.3	18.8	12.5	6.3	6.3	0.0	12.5	0.0	0.0	82	76.9	23	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	16	0	0	0.0	0.0	37.5	12.5	12.5	18.8	6.3	0.0	12.5	0.0	0.0	92	61.5	29	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	16	0	0	12.5	18.8	18.8	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	56.3	14	16	
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	29.4	29.4	17.6	17.6	5.9	0.0	0.0	0.0	0.0	38	50.0	26	16	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	2	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	38	80.0	6	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	37.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	5	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	75.0	14	4	
<b>TOTAL KOS</b>					<b>434</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>9.2</b>	<b>30.1</b>	<b>22.8</b>	<b>21.6</b>	<b>9.9</b>	<b>2.1</b>	<b>0.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.2</b>	<b>35</b>	<b>65.8</b>	<b>17</b>	<b>363</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	0.0	0	83.3	12	6	
	BRISTOL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	6	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	25	11	
	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	54.5	34	11	
	LUTON	WIZZ AIR	S	A	28	0	0	50.0	32.1	7.1	0.0	3.6	3.6	3.6	0.0	0.0	0.0	0.0	10	100.0	1	34	
	LUTON	WIZZ AIR	S	D	28	0	0	0.0	17.9	53.6	7.1	10.7	7.1	3.6	0.0	0.0	0.0	0.0	22	73.5	15	34	
<b>TOTAL KOSICE</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>30.4</b>	<b>3.6</b>	<b>7.1</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.5</b>	<b>14</b>	<b>102</b>	
KRAKOW																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	33.3	25.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	16	92.3	6	13	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	8.3	83.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	6	13	
	BELFAST INTERNATIONAL	RYANAIR	S	A	12	0	0	8.3	75.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	13	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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
	BELFAST INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	0.0	75.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	84.6	8	13
	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	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	13	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	12.5	0.0	37.5	0.0	12.5	0.0	0.0	0.0	58	87.5	8	8
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	12.5	12.5	12.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	42	87.5	12	8
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	36	55.6	21	9
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	11.1	0.0	33.3	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	40	55.6	21	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	11.8	52.9	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	10	18
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	0.0	64.7	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	13	18
	BRISTOL	RYANAIR	S	A	13	0	0	7.7	38.5	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	100.0	0	13
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	7.7	61.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	92.3	5	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	92.3	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	29.4	35.3	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	82.4	8	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	41.2	41.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	8	17
	EDINBURGH	RYANAIR	S	A	17	0	0	0.0	29.4	29.4	17.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	18	88.2	8	17
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	23.5	58.8	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	12	94.1	6	17
	GLASGOW	RYANAIR	S	A	8	0	0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	17	0	0	5.9	23.5	17.6	5.9	29.4	11.8	0.0	0.0	5.9	0.0	0.0	50	70.6	11	17
	LEEDS BRADFORD	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	24	82.4	6	17
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	23.1	38.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	92.3	3	13
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	38.5	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	100.0	2	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	76.9	8	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	12.8	17.9	23.1	20.5	17.9	7.7	0.0	0.0	0.0	0.0	0.0	19	53.8	21	39



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017					
																NUMBER OF FLIGHTS	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	17.9	56.4	7.7	10.3	7.7	0.0	0.0	0.0	0.0	0.0	17	48.7	24	39									
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	16.7	20.0	33.3	20.0	6.7	0.0	3.3	0.0	0.0	0.0	13	73.3	10	30										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	53.3	23.3	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	11	30										
	STANSTED	RYANAIR	S	A	82	0	0	9.8	29.3	24.4	8.5	15.9	8.5	2.4	1.2	0.0	0.0	25	91.5	7	82										
	STANSTED	RYANAIR	S	D	82	0	0	0.0	1.2	34.1	26.8	19.5	14.6	3.7	0.0	0.0	0.0	33	70.7	13	82										
	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	100.0	10	1										
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	30.8	15.4	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	57.1	20	13										
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	38.5	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7	53.8	44	13										
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	55.6	11.1	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	23	100.0	0	9										
	MANCHESTER	JET2.COM LTD	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	23	100.0	2	9										
	MANCHESTER	RYANAIR	S	A	18	0	0	5.6	22.2	16.7	27.8	0.0	27.8	0.0	0.0	0.0	0.0	30	70.6	17	17										
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	5.6	33.3	33.3	11.1	16.7	0.0	0.0	0.0	0.0	29	41.2	29	17										
	MANCHESTER	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1										
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1										
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	66.7	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	23	77.8	19	9										
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	0.0	11.1	0.0	0.0	26	77.8	18	9										
<b>TOTAL KRAKOW</b>					<b>758</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>22.2</b>	<b>37.7</b>	<b>14.2</b>	<b>11.3</b>	<b>7.3</b>	<b>1.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>78.3</b>	<b>12</b>	<b>731</b>									
KUALA LUMPUR (SEPANG)																															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	20.0	46.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	96.7	9	30										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	30.0	53.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	9	80.0	16	30										
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	60	0	0	31.7	26.7	15.0	8.3	13.3	1.7	0.0	1.7	1.7	0.0	30	70.9	21	55										
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	60	0	0	0.0	21.7	48.3	13.3	10.0	3.3	0.0	0.0	3.3	0.0	30	63.6	18	55										
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>24.4</b>	<b>37.8</b>	<b>10.6</b>	<b>8.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>74.7</b>	<b>17</b>	<b>170</b>									
KUTAISI																															
	LUTON	WIZZ AIR	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	75.0	28	4										
	LUTON	WIZZ AIR	S	D	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	20	75.0	42	4										
<b>TOTAL KUTAISI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>18.8</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>35</b>	<b>8</b>										

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50.0	23.3	16.7	3.3	0.0	0.0	3.3	3.3	0.0	0.0	0.0	14	92.6	4	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	3.3	56.7	23.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	21	67.9	15	28
	HEATHROW	KUWAIT AIRWAYS	S	A	43	0	0	9.3	30.2	32.6	20.9	4.7	0.0	0.0	0.0	2.3	0.0	0.0	20	51.2	19	43
	HEATHROW	KUWAIT AIRWAYS	S	D	43	0	0	0.0	14.0	48.8	16.3	14.0	4.7	0.0	0.0	2.3	0.0	0.0	27	74.4	14	43
<b>TOTAL KUWAIT</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>18.5</b>	<b>39.0</b>	<b>16.4</b>	<b>7.5</b>	<b>2.1</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.5</b>	<b>14</b>	<b>141</b>

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

		Origin/Destinations: L																	JUN 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	
LA ROCHELLE																							
	BIRMINGHAM	FLYBE LTD	S	A	9	0	0	11.1	33.3	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	30	75.0	9	8	
	BIRMINGHAM	FLYBE LTD	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	16	87.5	9	8	
	BRISTOL	EASYJET AIRLINE COMPANY 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	87	80.0	5	5	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	95	80.0	13	5	
	LEEDS BRADFORD	JET2.COM 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	0.0	0	0	
	LEEDS BRADFORD	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	5	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	10.0	35.0	25.0	5.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	20	77.3	17	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	0.0	5.0	70.0	10.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	17	59.1	21	22	
	STANSTED	RYANAIR	S	A	21	0	0	4.8	19.0	23.8	23.8	4.8	14.3	4.8	4.8	0.0	0.0	0.0	44	70.6	9	17	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	9.5	47.6	19.0	9.5	9.5	0.0	4.8	0.0	0.0	0.0	37	88.2	6	17	
	MANCHESTER	FLYBE LTD	S	A	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	56	50.0	18	4	
	MANCHESTER	FLYBE 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	0.0	53	50.0	21	4	
	SOUTHAMPTON	FLYBE LTD	S	A	18	0	0	5.6	44.4	33.3	5.6	0.0	5.6	0.0	5.6	0.0	0.0	0.0	23	92.3	11	26	
	SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	50.0	44.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	13	26	
<b>TOTAL LA ROCHELLE</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>37.5</b>	<b>10.0</b>	<b>8.8</b>	<b>7.5</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>78.0</b>	<b>13</b>	<b>164</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	53.8	6	8	
	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	46.2	15	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	50.0	6.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	96.7	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	46.7	20.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	18	73.3	12	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43.3	43.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	5	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	33.3	40.0	6.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	14	96.4	4	28	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL LAGOS</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>35.0</b>	<b>26.7</b>	<b>8.3</b>	<b>9.2</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>80.9</b>	<b>6</b>	<b>131</b>	
LAHORE																							
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	7.7	23.1	38.5	15.4	7.7	0.0	0.0	0.0	7.7	0.0	0.0	39	75.0	13	12	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	0.0	23.1	23.1	23.1	23.1	0.0	0.0	7.7	0.0	0.0	0.0	39	46.2	39	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	18	9	

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

		Origin/Destinations: L																	JUN 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	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	78	7
<b>TOTAL LAHORE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>36.4</b>	<b>18.2</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>58.5</b>	<b>33</b>	<b>41</b>
LAMETIA-TERME																						
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	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	3	0.0	0	0
	STANSTED	RYANAIR	S	A	17	0	0	0.0	5.9	23.5	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	24	64.7	21	17
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	41.2	29.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	21	82.4	15	17
<b>TOTAL LAMETIA-TERME</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>36.4</b>	<b>31.8</b>	<b>22.7</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>20</b>	<b>73.5</b>	<b>18</b>	<b>34</b>
LARNACA																						
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	7	0	0	14.3	71.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	8
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	10	87.5	11	8
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	0.0	70.6	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	0.0	0.0	35.3	29.4	29.4	0.0	0.0	5.9	0.0	0.0	0.0	35	0.0	0	0
	BIRMINGHAM	COBALT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	BIRMINGHAM	COBALT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5
	BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	50.0	0.0	12.5	25.0	0.0	0.0	0.0	12.5	0.0	0.0	167	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	22.2	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	41	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	61.5	17	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	46.2	19	26
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	39	20.0	111	15
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	50	30.8	122	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	7.7	7.7	7.7	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	35	55.6	16	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	25.0	33.3	33.3	0.0	8.3	0.0	0.0	0.0	0.0	37	62.5	13	8
	BIRMINGHAM	Unknown	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	0.0	0	84.6	6	13
	BRISTOL	THOMAS COOK AIRLINES LTD	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	41	77.8	10	9
	BRISTOL	THOMAS COOK AIRLINES LTD	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	38	37.5	20	8
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	25.0	12.5	0.0	12.5	37.5	0.0	0.0	0.0	12.5	0.0	0.0	162	22.2	33	9

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	0.0	50.0	0.0	0.0	0.0	12.5	0.0	0.0	207	37.5	26	8		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	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	47	50.0	57	4		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	52	25.0	43	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4		
CARDIFF WALES	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	0.0	16	100.0	0	4		
DONCASTER SHEFFIELD	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	4	80.0	5	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	75.0	5	7		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	62.5	11	8		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	425	50.0	29	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	61	50.0	34	4		
EAST MIDLANDS INTERNATIONAL	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	20	75.0	8	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	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	75.0	10	4		
EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	4		
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	27	4		
EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	40	4		
EXETER	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	0.0	30	100.0	6	3		
EXETER	TUI AIRWAYS LTD	C	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	42	75.0	16	4		
GLASGOW	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	5	100.0	0	4		
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	7	0	0	0.0	0.0	14.3	14.3	28.6	42.9	0.0	0.0	0.0	0.0	0.0	53	25.0	32	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	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	51	62.5	14	8		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	15	4		
GLASGOW	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	22	50.0	19	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	17.6	29.4	23.5	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	91.7	7	12		
LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	5.9	11.8	52.9	5.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	18	84.6	9	13		
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	77.8	11	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	50.0	20	8		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	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	10	75.0	11	8
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	17	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	11.1	27.8	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	22	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	5.6	61.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	22	12
	GATWICK	COBALT	S	A	35	0	0	20.0	25.7	22.9	11.4	14.3	2.9	2.9	0.0	0.0	0.0	0.0	14	0.0	0	0
	GATWICK	COBALT	S	D	35	0	0	0.0	11.4	37.1	11.4	34.3	2.9	2.9	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	3.3	16.7	23.3	30.0	16.7	6.7	3.3	0.0	0.0	0.0	49	53.3	24	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	0.0	30.0	26.7	33.3	6.7	3.3	0.0	0.0	0.0	0.0	33	50.0	28	30
	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	14	8
	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	75.0	6	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	22	4
	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	8	75.0	10	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	44	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	36	8
	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	75.0	9	4
	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	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	7.7	7.7	7.7	46.2	15.4	7.7	0.0	0.0	0.0	0.0	47	28.6	36	14
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	23.1	15.4	30.8	15.4	15.4	0.0	0.0	0.0	0.0	49	15.4	33	13
	GATWICK	TUI AIRWAYS LTD	C	A	22	0	0	9.1	22.7	22.7	13.6	13.6	9.1	9.1	0.0	0.0	0.0	0.0	32	70.6	14	17
	GATWICK	TUI AIRWAYS LTD	C	D	20	0	0	0.0	10.0	50.0	10.0	10.0	15.0	5.0	0.0	0.0	0.0	0.0	27	64.7	16	17
	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	58.6	22	29
	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	53.3	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	10.0	38.3	26.7	11.7	10.0	1.7	0.0	0.0	1.7	0.0	0.0	25	73.3	12	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	18.3	58.3	16.7	5.0	0.0	1.7	0.0	0.0	0.0	0.0	12	68.3	13	60

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	COBALT	S	A	30	0	0	0.0	36.7	33.3	23.3	6.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	HEATHROW	COBALT	S	D	30	0	0	0.0	26.7	43.3	23.3	6.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	19	0	0	26.3	63.2	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	3	82.4	3	17	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	18	0	0	0.0	11.1	50.0	16.7	16.7	5.6	0.0	0.0	0.0	0.0	20	82.4	12	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	50.0	25	12	
	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	58.3	15	12	
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	13	50.0	16	4	
	LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	21	75.0	12	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	100.0	14	2	
	LUTON	WIZZ AIR	S	A	30	0	0	3.3	6.7	43.3	10.0	20.0	10.0	6.7	0.0	0.0	0.0	32	0.0	0	0	
	LUTON	WIZZ AIR	S	D	30	0	1	0.0	0.0	51.6	22.6	19.4	0.0	3.2	0.0	0.0	0.0	3.2	25	0.0	0	0
	STANSTED	COBALT	S	A	12	0	0	8.3	50.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	COBALT	S	D	12	0	0	0.0	0.0	58.3	16.7	25.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	21	0	0	0.0	9.5	23.8	4.8	38.1	14.3	9.5	0.0	0.0	0.0	45	33.3	21	12	
	STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	4.5	54.5	13.6	18.2	9.1	0.0	0.0	0.0	0.0	24	50.0	17	12	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	99	66.7	10	6	
	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	60.0	13	5	
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	39	75.0	17	4	
	STANSTED	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	36	75.0	8	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	90.0	4	30	
	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	90.0	10	30	
	MANCHESTER	COBALT	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9	
	MANCHESTER	COBALT	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	15	55.6	12	9	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	23.5	23.5	17.6	17.6	5.9	11.8	0.0	0.0	0.0	0.0	18	82.4	9	17	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	16.7	44.4	16.7	5.6	16.7	0.0	0.0	0.0	0.0	23	76.5	13	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	15.4	7.7	23.1	15.4	15.4	7.7	0.0	7.7	0.0	104	66.7	18	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	46.2	7.7	7.7	23.1	7.7	7.7	0.0	0.0	55	64.3	19	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	21	0	0	9.5	19.0	33.3	28.6	9.5	0.0	0.0	0.0	0.0	0.0	14	44.4	46	18	
	MANCHESTER	TUI AIRWAYS LTD	C	D	20	0	0	0.0	0.0	45.0	35.0	15.0	5.0	0.0	0.0	0.0	0.0	21	47.1	36	17	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	11	60.0	23	5	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	23	50.0	40	4	

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

		Origin/Destinations: L																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								22.2	11.1	22.2	11.1	33.3	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	9	0	0	22.2	11.1	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	13	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	75.0	8	8
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	22.2	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	33	66.7	13	9
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	39	66.7	11	9
<b>TOTAL LARNACA</b>					<b>1099</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>18.2</b>	<b>33.2</b>	<b>18.1</b>	<b>16.5</b>	<b>6.1</b>	<b>2.5</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>29</b>	<b>64.8</b>	<b>19</b>	<b>1055</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	0.0	0	100.0	3	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	0.0	0	100.0	0	4
	ABERDEEN	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	1	0.0	0	0
	ABERDEEN	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	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	27	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	100.0	2	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	75.0	13	4
	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	75.0	12	4
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	35	100.0	4	4
	BELFAST INTERNATIONAL	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	45	100.0	2	4
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	23.1	23.1	15.4	15.4	15.4	0.0	0.0	0.0	7.7	0.0	0.0	99	50.0	21	8
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	23.1	53.8	7.7	0.0	7.7	0.0	7.7	0.0	0.0	0.0	38	0.0	45	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	35.3	25	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	25	17
	BIRMINGHAM	RYANAIR	S	A	13	0	0	15.4	38.5	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	13	84.6	27	13
	BIRMINGHAM	RYANAIR	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	40	46.2	60	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	33.3	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	40	66.7	16	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	22.2	50	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	0.0	35.7	21.4	7.1	21.4	7.1	7.1	0.0	0.0	0.0	0.0	31	33.3	20	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	7.7	46.2	7.7	23.1	7.7	7.7	0.0	0.0	0.0	0.0	32	44.4	29	9
	BOURNEMOUTH	RYAN INTERNATIONAL AIRLINES	S	A	0	0	0	0.0	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	RYANAIR	S	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	2	7
	BOURNEMOUTH	RYANAIR	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	21	9
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	4



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	4		
BRISTOL	RYANAIR	S A	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	9	9			
BRISTOL	RYANAIR	S D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	10	9			
BRISTOL	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	8	100.0	2	5			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	6	5			
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	9	9			
BRISTOL	TUI AIRWAYS 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	7	77.8	12	9			
CARDIFF WALES	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	11	100.0	0	4			
CARDIFF WALES	TUI AIRWAYS LTD	C 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	17	100.0	2	4			
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	7	100.0	0	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	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	1	87.5	4	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	11	8			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8			
EAST MIDLANDS 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	4	87.5	8	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	0	5			
EAST MIDLANDS INTERNATIONAL	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	9	100.0	1	5			
EDINBURGH	JET2.COM LTD	S A	9	0	0	66.7	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	100.0	0	8			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	55.6	12	9			
EDINBURGH	RYANAIR	S A	9	0	0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	9	8			
EDINBURGH	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	6	75.0	15	8			
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	75.0	8	4			
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	11	4			
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	75.0	6	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	12	50.0	17	4			
GLASGOW	JET2.COM LTD	S A	13	0	0	38.5	30.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	3	13			
GLASGOW	JET2.COM LTD	S D	13	0	0	0.0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	5	13			
GLASGOW	RYANAIR	S A	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	74	50.0	32	4			
GLASGOW	RYANAIR	S D	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	67	75.0	9	4			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	60.0	19	5			
GLASGOW	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	80.0	20	5			

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	TUI AIRWAYS LTD	C A	0	0	0	0	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	9	4		
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	0	35.3	35.3	17.6	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	17		
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0	0.0	29.4	41.2	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	94.1	2	17		
LEEDS BRADFORD	RYANAIR	S A	8	0	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	9	9		
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	88.9	11	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	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	3	100.0	0	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	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	100.0	1	8		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	25	0	0	0	0.0	20.0	24.0	32.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	25	63.0	18	26		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	25	0	0	0	0.0	0.0	56.0	20.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	26	50.0	23	26		
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	77.8	26	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	0	77.8	29	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	5	0	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	5	0	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	13	0	0	0	7.7	30.8	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	19	12		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	13	0	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	19	12		
GATWICK	THOMAS COOK AIRLINES LTD	S A	12	0	0	0	8.3	33.3	16.7	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	76.5	12	17		
GATWICK	THOMAS COOK AIRLINES LTD	S D	12	0	0	0	0.0	0.0	41.7	16.7	16.7	25.0	0.0	0.0	0.0	0.0	0.0	35	64.7	26	17		
GATWICK	TUI AIRWAYS LTD	C A	18	0	0	0	11.1	22.2	22.2	16.7	11.1	11.1	5.6	0.0	0.0	0.0	0.0	26	54.5	25	22		
GATWICK	TUI AIRWAYS LTD	C D	18	0	0	0	0.0	27.8	44.4	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	21	77.3	16	22		
HEATHROW	BRITISH AIRWAYS PLC	S A	5	0	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	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	2	85.7	10	14		
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	0	85.7	9	14		
LUTON	RYANAIR	S A	9	0	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	5	9		
LUTON	RYANAIR	S D	9	0	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	8	9		
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	8	4		
STANSTED	JET2.COM LTD	S A	19	0	0	0	10.5	21.1	31.6	10.5	15.8	10.5	0.0	0.0	0.0	0.0	0.0	20	46.2	25	13		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	JET2.COM LTD	S	D	18	0	0	0.0	0.0	77.8	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	20	61.5	24	13
	STANSTED	RYANAIR	S	A	21	0	0	9.5	33.3	33.3	19.0	4.8	0.0	0.0	0.0	0.0	0.0	8	81.0	9	21	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	4.8	66.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	13	90.5	7	21	
	STANSTED	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	1	75.0	12	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	11	75.0	10	4	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	17.6	29.4	29.4	0.0	11.8	11.8	0.0	0.0	0.0	0.0	17	53.3	20	15	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	11.8	41.2	17.6	11.8	17.6	0.0	0.0	0.0	0.0	29	57.1	20	14	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	20	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	37.5	19	8	
	MANCHESTER	RYANAIR	S	A	16	0	0	12.5	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	12	13	
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	0.0	81.3	0.0	12.5	6.3	0.0	0.0	0.0	0.0	15	84.6	21	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	14.3	14.3	42.9	7.1	14.3	7.1	0.0	0.0	0.0	0.0	18	53.8	33	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	30.8	15.4	15.4	30.8	7.7	0.0	0.0	0.0	0.0	26	46.2	45	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	5.9	29.4	11.8	11.8	23.5	5.9	5.9	5.9	0.0	0.0	36	54.5	107	22	
	MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	27.8	22.2	22.2	22.2	0.0	5.6	0.0	0.0	44	59.1	23	22	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8	
	NEWCASTLE	JET2.COM 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	7	100.0	3	8	
	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	7	75.0	8	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	7	100.0	4	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4	
	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	9	75.0	11	4	
<b>TOTAL LAS PALMAS</b>					<b>848</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>23.3</b>	<b>39.7</b>	<b>11.9</b>	<b>9.3</b>	<b>5.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.4</b>	<b>18</b>	<b>929</b>
LAS VEGAS																						
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	89	40.0	29	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	82	70.0	14	10	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	1	0.0	7.1	28.6	7.1	35.7	7.1	0.0	7.1	0.0	0.0	7.1	44	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	38.5	7.7	15.4	7.7	0.0	7.7	0.0	0.0	34	0.0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	0.0	34.5	27.6	10.3	10.3	10.3	6.9	0.0	0.0	0.0	27	61.3	33	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	3.4	51.7	24.1	13.8	3.4	0.0	3.4	0.0	0.0	26	80.0	22	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	0	0	22.0	22.0	26.8	9.8	7.3	7.3	2.4	0.0	2.4	0.0	51	80.9	18	47	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	11.6	46.5	23.3	11.6	4.7	0.0	0.0	2.3	0.0	0.0	44	60.4	27	48
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	21	0	0	14.3	23.8	23.8	19.0	14.3	0.0	4.8	0.0	0.0	0.0	0.0	20	52.9	44	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	9.1	54.5	13.6	13.6	4.5	0.0	4.5	0.0	0.0	0.0	26	68.8	32	16
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS 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	55.6	39	9
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS 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	9	55.6	41	9
<b>TOTAL LAS VEGAS</b>					<b>236</b>	<b>0</b>	<b>1</b>	<b>5.5</b>	<b>19.0</b>	<b>35.9</b>	<b>15.2</b>	<b>13.5</b>	<b>5.5</b>	<b>1.7</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>35</b>	<b>66.5</b>	<b>27</b>	<b>226</b>
LEEDS BRADFORD																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	18
	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	61.9	24	21
	ABERDEEN	FLYBE LTD	S	A	1	0	19	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	95.0	42	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	0	0	21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	114	0	3	11.1	50.4	17.1	6.0	8.5	2.6	1.7	0.0	0.0	0.0	2.6	11	89.7	5	117
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	114	0	3	0.9	36.8	43.6	3.4	7.7	2.6	2.6	0.0	0.0	0.0	2.6	11	87.2	7	117
	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	18	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	33.3	47	3
	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	50.0	82	2
	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	0.0	93	2
	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	82.9	17	35
	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	85.7	14	35
	JERSEY	JET2.COM LTD	S	A	13	0	0	0.0	61.5	23.1	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	4	13
	JERSEY	JET2.COM LTD	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	13	92.3	6	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	1	32.6	27.9	30.2	7.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	3	82.7	11	81
	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	1	0.0	48.8	39.5	2.3	7.0	0.0	0.0	0.0	0.0	0.0	2.3	5	88.9	9	81
	LUTON	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	100.0	0	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	60.0	26	25
	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	63.6	21	22
	SOUTHAMPTON	FLYBE LTD	S	A	22	0	21	18.6	16.3	9.3	4.7	0.0	0.0	0.0	2.3	0.0	0.0	48.8	12	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	D	25	0	16	0.0	7.3	29.3	12.2	9.8	2.4	0.0	0.0	0.0	0.0	39.0	16	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: L										JUN 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
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	19	1					
<b>TOTAL LEEDS BRADFORD</b>						<b>387</b>	<b>0</b>	<b>85</b>	<b>7.6</b>	<b>33.7</b>	<b>26.5</b>	<b>4.9</b>	<b>6.4</b>	<b>1.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>10</b>	<b>82.8</b>	<b>11</b>	<b>587</b>				
LEIPZIG		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	100.0	9	1					
		STANSTED		RYANAIR		S	A	12	0	0	0.0	8.3	0.0	8.3	50.0	25.0	8.3	0.0	0.0	0.0	56	61.5	25	13			
		STANSTED		RYANAIR		S	D	13	0	0	0.0	0.0	7.7	7.7	46.2	23.1	15.4	0.0	0.0	0.0	63	53.8	28	13			
<b>TOTAL LEIPZIG</b>						<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>8.0</b>	<b>48.0</b>	<b>24.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>59.3</b>	<b>26</b>	<b>27</b>					
LEMNOS		GATWICK		ENTER AIR		C	D	4	0	2	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	15	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	60.0	18	5				
		HEATHROW		BRITISH AIRWAYS PLC		C	A	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	21	62.5	19	8				
		HEATHROW		BRITISH AIRWAYS PLC		C	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	20	75.0	22	8				
<b>TOTAL LEMNOS</b>						<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.3</b>	<b>45.8</b>	<b>20.8</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>8.3</b>	<b>20</b>	<b>66.7</b>	<b>20</b>	<b>21</b>				
LIBERIA		GATWICK		TUI AIRWAYS LTD		C	A	4	0	0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	44	50.0	27	4				
		GATWICK		TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	54	75.0	11	4			
<b>TOTAL LIBERIA</b>						<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>62.5</b>	<b>19</b>	<b>8</b>			
LIEGE		MANCHESTER		SPRINTAIR		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
<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>				
LILLE		LUTON		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	100.0	4	1				
<b>TOTAL LILLE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>				
LIMA		GATWICK		BRITISH AIRWAYS PLC		S	A	13	0	0	7.7	23.1	23.1	15.4	23.1	0.0	7.7	0.0	0.0	28	57.1	74	13				
		GATWICK		BRITISH AIRWAYS PLC		S	D	13	0	0	0.0	15.4	38.5	30.8	0.0	15.4	0.0	0.0	0.0	26	61.5	110	13				
<b>TOTAL LIMA</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>30.8</b>	<b>23.1</b>	<b>11.5</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>59.3</b>	<b>92</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	75.0	16	8				
		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	50.0	26	8				
		BRISTOL		RYANAIR		S	A	9	0	0	11.1	33.3	0.0	33.3	0.0	11.1	11.1	0.0	0.0	32	77.8	6	9				
		BRISTOL		RYANAIR		S	D	9	0	0	0.0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	26	88.9	9	9				
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	13	0	0	7.7	23.1	15.4	30.8	15.4	7.7	0.0	0.0	0.0	22	92.3	8	13				

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	D	13	0	0	0.0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	100.0	5	13
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	22.2	11.1	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	37	88.9	7	9
	LEEDS BRADFORD	RYANAIR	S	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	22	100.0	4	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	11	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	16	18
	STANSTED	RYANAIR	S	A	27	0	3	0.0	10.0	33.3	20.0	16.7	3.3	6.7	0.0	0.0	0.0	10.0	31	69.2	10	26
	STANSTED	RYANAIR	S	D	27	0	3	0.0	0.0	50.0	16.7	13.3	3.3	6.7	0.0	0.0	0.0	10.0	26	96.2	6	26
	MANCHESTER	RYANAIR	S	A	12	0	1	0.0	0.0	0.0	23.1	38.5	23.1	7.7	0.0	0.0	0.0	7.7	58	0.0	62	18
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	31	27.8	38	18
	SOUTHAMPTON	FLYBE LTD	S	A	13	0	0	15.4	15.4	23.1	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	19	92.0	3	25
	SOUTHAMPTON	FLYBE LTD	S	D	13	0	0	0.0	7.7	46.2	7.7	38.5	0.0	0.0	0.0	0.0	0.0	0.0	22	76.0	8	25
<b>TOTAL LIMOGES</b>					<b>193</b>	<b>0</b>	<b>7</b>	<b>3.0</b>	<b>12.0</b>	<b>36.5</b>	<b>19.0</b>	<b>15.5</b>	<b>6.5</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>73.8</b>	<b>15</b>	<b>252</b>
LINZ																						
	GLASGOW	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
	GLASGOW	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	WIZZ AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	STANSTED	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	6	8
	DURHAM TEES VALLEY	BMI REGIONAL	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL LINZ</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>47.6</b>	<b>9.5</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>4</b>	<b>17</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	83.3	9	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	0.0	0.0	0.0	0	66.7	15	18
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	0.0	4.8	28.6	33.3	14.3	14.3	4.8	0.0	0.0	0.0	0.0	34	63.6	17	22
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	0.0	52.4	33.3	9.5	0.0	4.8	0.0	0.0	0.0	0.0	21	68.2	11	22
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	25.0	33.3	8.3	16.7	8.3	0.0	8.3	0.0	0.0	0.0	31	92.3	4	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	16.7	75.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	19	92.3	4	13
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	56	44.4	25	9
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	35	88.9	11	9
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	23.5	52.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	82.4	6	17

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	7	17		
GATWICK	AIR PORTUGAL	S	A	46	0	1	0.0	21.3	34.0	23.4	17.0	0.0	0.0	2.1	0.0	0.0	2.1	18	78.6	10	42		
GATWICK	AIR PORTUGAL	S	D	46	0	1	0.0	8.5	34.0	21.3	27.7	4.3	0.0	2.1	0.0	0.0	2.1	26	73.8	15	42		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	0.0	19.7	41.0	13.1	14.8	8.2	1.6	1.6	0.0	0.0	0.0	24	56.7	25	60		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	0.0	8.3	36.7	30.0	16.7	6.7	0.0	1.7	0.0	0.0	0.0	25	38.3	32	60		
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	15	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	76.9	11	26		
HEATHROW	AIR PORTUGAL	S	A	186	0	2	0.5	9.6	30.3	23.9	23.9	9.0	1.6	0.0	0.0	0.0	1.1	28	65.6	16	189		
HEATHROW	AIR PORTUGAL	S	D	186	0	2	0.0	18.1	37.2	17.6	19.1	4.8	1.6	0.5	0.0	0.0	1.1	23	73.0	14	189		
HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	6.7	30.0	46.7	7.8	6.7	2.2	0.0	0.0	0.0	0.0	0.0	10	87.8	7	90		
HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	0.0	35.6	47.8	6.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	86.7	10	90		
LONDON CITY	AIR PORTUGAL	S	A	49	0	2	0.0	15.7	37.3	23.5	11.8	7.8	0.0	0.0	0.0	0.0	3.9	19	0.0	0	0		
LONDON CITY	AIR PORTUGAL	S	D	49	0	2	0.0	0.0	31.4	27.5	27.5	7.8	0.0	2.0	0.0	0.0	3.9	33	0.0	0	0		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	1.3	16.3	30.0	20.0	15.0	11.3	5.0	1.3	0.0	0.0	0.0	32	59.8	23	82		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	0.0	3.7	51.9	14.8	17.3	7.4	4.9	0.0	0.0	0.0	0.0	27	63.4	22	82		
STANSTED	RYANAIR	S	A	90	0	0	3.3	23.3	28.9	15.6	8.9	14.4	2.2	0.0	3.3	0.0	0.0	37	83.3	9	90		
STANSTED	RYANAIR	S	D	89	0	0	0.0	1.1	37.1	23.6	31.5	5.6	1.1	0.0	0.0	0.0	0.0	29	81.1	10	90		
MANCHESTER	AIR PORTUGAL	S	A	54	0	1	0.0	18.2	38.2	21.8	10.9	5.5	1.8	1.8	0.0	0.0	1.8	22	67.3	16	52		
MANCHESTER	AIR PORTUGAL	S	D	54	0	1	0.0	1.8	30.9	30.9	23.6	5.5	3.6	1.8	0.0	0.0	1.8	33	40.4	30	52		
MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	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	88.9	7	18		
MANCHESTER	RYANAIR	S	A	25	0	0	0.0	16.0	40.0	20.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	19	86.4	10	22		
MANCHESTER	RYANAIR	S	D	26	0	0	0.0	0.0	26.9	34.6	23.1	15.4	0.0	0.0	0.0	0.0	0.0	35	63.6	22	22		
<b>TOTAL LISBON</b>				<b>1478</b>	<b>0</b>	<b>12</b>	<b>0.8</b>	<b>15.0</b>	<b>37.3</b>	<b>19.6</b>	<b>17.4</b>	<b>6.4</b>	<b>1.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>71.0</b>	<b>15</b>	<b>1500</b>		
LIVERPOOL (JOHN LENNON)	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	26	0	0	11.5	57.7	19.2	0.0	0.0	11.5	0.0	0.0	0.0	0.0	16	70.0	18	30		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	26	0	0	0.0	57.7	30.8	0.0	0.0	3.8	7.7	0.0	0.0	0.0	16	76.7	17	30		
	BELFAST CITY (GEORGE BEST)	NETJETS TRANSPORTES AEREOS	C	A	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	133	0	2	5.9	55.6	24.4	3.7	4.4	1.5	1.5	1.5	0.0	0.0	11	91.2	8	125		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	134	0	2	0.0	16.9	63.2	7.4	5.1	1.5	2.2	1.5	0.7	0.0	1.5	20	86.5	10	126	
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	18.2	65.5	3.6	3.6	0.0	3.6	1.8	1.8	0.0	0.0	1.8	12	0.0	0	0	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	54	0	1	7.3	60.0	18.2	3.6	1.8	1.8	3.6	1.8	0.0	0.0	1.8	14	0.0	0	0	
	ISLE OF MAN	FLYBE LTD	S	A	108	0	1	1.8	74.3	18.3	1.8	0.0	2.8	0.0	0.0	0.0	0.0	0.9	4	0.0	0	0	
	ISLE OF MAN	FLYBE LTD	S	D	108	0	1	0.9	33.9	58.7	3.7	0.0	1.8	0.0	0.0	0.0	0.0	0.9	4	0.0	0	0	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	4.7	55.8	18.6	9.3	9.3	2.3	0.0	0.0	0.0	0.0	0.0	9	74.4	10	39	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	2.3	48.8	25.6	9.3	9.3	2.3	0.0	2.3	0.0	0.0	0.0	15	61.0	25	41	
	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	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1	
	MANCHESTER	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>730</b>	<b>0</b>	<b>8</b>	<b>4.2</b>	<b>48.8</b>	<b>33.5</b>	<b>4.6</b>	<b>3.0</b>	<b>2.0</b>	<b>1.8</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>81.9</b>	<b>12</b>	<b>397</b>	
LJUBLJANA																							
	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	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	5.9	17.6	23.5	23.5	11.8	0.0	5.9	0.0	0.0	0.0	43	41.2	40	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	0.0	52.9	17.6	11.8	11.8	0.0	5.9	0.0	0.0	0.0	35	52.9	24	17	
	LUTON	WIZZ AIR	S	A	18	0	0	16.7	11.1	16.7	11.1	11.1	27.8	5.6	0.0	0.0	0.0	0.0	42	82.4	9	17	
	LUTON	WIZZ AIR	S	D	17	0	0	0.0	5.9	17.6	23.5	23.5	23.5	0.0	5.9	0.0	0.0	0.0	50	64.7	16	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	0.0	11.9	16.7	4.8	28.6	19.0	16.7	2.4	0.0	0.0	0.0	60	60.0	32	38	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	0.0	9.8	43.9	22.0	9.8	7.3	7.3	0.0	0.0	0.0	0.0	27	75.0	15	39	
	MANCHESTER	ADRIA 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	ADRIA 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	7	0.0	0	0	
	MANCHESTER	ADRIA AIRWAYS	S	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	4	8	
	MANCHESTER	ADRIA AIRWAYS	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	22	75.0	12	8	
<b>TOTAL LJUBLJANA</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>8.6</b>	<b>31.5</b>	<b>14.8</b>	<b>17.3</b>	<b>15.4</b>	<b>6.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>66.1</b>	<b>21</b>	<b>162</b>	
LODZ LUBLINEK																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	0.0	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	4	8	



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	STANSTED	RYANAIR	S	A	26	0	0	0.0	42.3	19.2	11.5	7.7	15.4	3.8	0.0	0.0	0.0	0.0	23	92.0	3	25
	STANSTED	RYANAIR	S	D	26	0	0	0.0	0.0	46.2	38.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	21	84.0	7	25
<b>TOTAL LODZ LUBLINEK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>15.7</b>	<b>37.1</b>	<b>25.7</b>	<b>10.0</b>	<b>8.6</b>	<b>1.4</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>5</b>	<b>66</b>
LONDON CITY																						
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	A	45	0	1	2.2	23.9	32.6	17.4	15.2	2.2	4.3	0.0	0.0	0.0	2.2	22	80.8	19	52
	ABERDEEN	FLYBE LTD	S	D	46	0	0	0.0	28.3	45.7	13.0	8.7	0.0	4.3	0.0	0.0	0.0	0.0	16	75.0	23	52
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	144	0	3	2.0	38.8	34.7	14.3	4.8	2.0	0.7	0.7	0.0	0.0	2.0	11	89.0	5	99
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	146	0	2	0.0	27.0	51.4	10.1	6.8	3.4	0.0	0.0	0.0	0.0	1.4	10	89.0	8	100
	BIRMINGHAM	BRITISH AIRWAYS PLC	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
	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	87.5	11	48
	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	91.7	4	48
	EDINBURGH	BA CITYFLYER LTD	S	A	194	0	1	8.2	41.0	24.1	8.7	7.7	7.7	2.1	0.0	0.0	0.0	0.5	16	78.0	11	217
	EDINBURGH	BA CITYFLYER LTD	S	D	194	0	3	0.5	33.0	36.5	10.2	9.6	7.6	1.0	0.0	0.0	0.0	1.5	17	80.1	11	216
	EDINBURGH	FLYBE LTD	S	A	100	0	1	4.0	35.6	27.7	17.8	4.0	6.9	3.0	0.0	0.0	0.0	1.0	17	79.8	12	102
	EDINBURGH	FLYBE LTD	S	D	100	0	1	0.0	19.8	54.5	6.9	10.9	5.0	2.0	0.0	0.0	0.0	1.0	16	78.8	12	103
	EXETER	FLYBE LTD	S	A	30	0	0	0.0	23.3	63.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	89.3	34	28
	EXETER	FLYBE LTD	S	D	30	0	0	0.0	50.0	33.3	3.3	3.3	6.7	0.0	3.3	0.0	0.0	0.0	19	82.8	4	29
	GLASGOW	BA CITYFLYER LTD	S	A	145	0	4	6.0	35.6	23.5	14.1	10.7	7.4	0.0	0.0	0.0	0.0	2.7	16	81.0	10	153
	GLASGOW	BA CITYFLYER LTD	S	D	140	0	4	0.0	41.7	32.6	10.4	7.6	4.9	0.0	0.0	0.0	0.0	2.8	12	89.3	6	150
	ISLE OF MAN	BA CITYFLYER LTD	S	A	76	0	2	5.1	47.4	24.4	10.3	6.4	3.8	0.0	0.0	0.0	0.0	2.6	10	0.0	0	0
	ISLE OF MAN	BA CITYFLYER LTD	S	D	76	0	2	0.0	51.3	38.5	3.8	2.6	1.3	0.0	0.0	0.0	0.0	2.6	4	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	46	0	1	12.8	31.9	31.9	6.4	8.5	2.1	2.1	2.1	0.0	0.0	2.1	18	56.3	15	43
	JERSEY	BLUE ISLANDS LIMITED	S	D	47	0	0	0.0	53.2	34.0	2.1	4.3	4.3	0.0	2.1	0.0	0.0	0.0	13	81.3	11	48
	LEEDS BRADFORD	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
	STANSTED	BA CITYFLYER LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	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	3	100.0	4	5
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	7	0	1	0.0	0.0	25.0	25.0	12.5	12.5	0.0	12.5	0.0	0.0	12.5	48	75.0	14	8

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	SOUTHAMPTON	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			
<b>TOTAL LONDON CITY</b>					<b>1573</b>	<b>0</b>	<b>28</b>	<b>2.8</b>	<b>36.0</b>	<b>35.0</b>	<b>10.5</b>	<b>7.6</b>	<b>5.0</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>81.8</b>	<b>11</b>	<b>1502</b>			
LOS ANGELES INTERNATIONAL																									
	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	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	66.7	26	30				
	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	36.7	34	30				
	GATWICK	NORWEGIAN AIR UK LTD	S	A	46	0	1	14.9	17.0	19.1	14.9	17.0	12.8	0.0	2.1	0.0	0.0	2.1	27	0.0	0	0			
	GATWICK	NORWEGIAN AIR UK LTD	S	D	46	0	1	0.0	12.8	40.4	23.4	10.6	6.4	2.1	2.1	0.0	0.0	2.1	26	0.0	0	0			
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	1	38.3	30.0	20.0	3.3	5.0	0.0	1.7	0.0	0.0	0.0	1.7	7	88.1	5	59			
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	2	0.0	45.0	41.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	3.3	8	76.3	9	59			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	11.7	31.7	20.0	25.0	5.0	0.0	5.0	0.0	1.7	0.0	0.0	38	61.7	18	60			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	8.3	56.7	21.7	8.3	0.0	3.3	0.0	1.7	0.0	0.0	37	66.7	15	60			
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	20.0	40.0	30.0	3.3	3.3	0.0	3.3	0.0	0.0	0.0	0.0	10	86.7	4	30			
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	0.0	23.3	56.7	6.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	15	86.7	9	30			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	85	0	0	49.4	37.6	9.4	2.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	2	78.4	14	88			
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	85	0	0	0.0	28.2	65.9	4.7	1.2	0.0	0.0	0.0	0.0	0.0	0.0	5	77.0	15	87			
	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				
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	0.0	0.0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	84	15.4	150	13			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	23.1	0.0	15.4	46.2	15.4	0.0	0.0	0.0	0.0	72	61.5	26	12			
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>584</b>	<b>0</b>	<b>6</b>	<b>14.4</b>	<b>26.8</b>	<b>34.6</b>	<b>10.3</b>	<b>5.9</b>	<b>3.9</b>	<b>2.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>72.0</b>	<b>18</b>	<b>559</b>			
LUANDA																									
	HEATHROW	BRITISH AIRWAYS PLC	S	A	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	7	9			
<b>TOTAL LUANDA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.5</b>	<b>7</b>	<b>17</b>			
LUBLIN (PORT LOTNICZY)																									
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	6	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	9	10			
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	6	0	0	0.0	0.0	83.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	80.0	16	10			

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	2	5		
	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	100.0	4	5		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	24	75.0	10	8		
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	5	0	0	0.0	0.0	60.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	42	62.5	19	8		
	LUTON	WIZZ AIR	S	A	30	0	0	16.7	30.0	20.0	10.0	16.7	6.7	0.0	0.0	0.0	0.0	18	100.0	1	30		
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	3.3	66.7	10.0	13.3	3.3	3.3	0.0	0.0	0.0	19	80.0	12	30		
	STANSTED	RYANAIR	S	A	17	0	0	0.0	11.8	35.3	35.3	17.6	0.0	0.0	0.0	0.0	0.0	18	70.6	9	17		
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	76.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	13	88.2	7	17		
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>13.8</b>	<b>47.4</b>	<b>14.7</b>	<b>12.9</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.3</b>	<b>8</b>	<b>140</b>		
LUTON	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	0.0	28.6	28.6	14.3	14.3	14.3	0.0	0.0	0.0	0.0	21	73.9	14	23		
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	19.0	28.6	19.0	14.3	19.0	0.0	0.0	0.0	0.0	27	69.6	16	23		
	BELFAST CITY (GEORGE BEST)	ACM AIR CHARTER LUFTFAHT	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		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	100	0	0	0.0	31.0	35.0	13.0	11.0	8.0	2.0	0.0	0.0	0.0	20	62.1	16	103		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	0.0	8.9	41.6	17.8	12.9	15.8	3.0	0.0	0.0	0.0	29	57.3	20	103		
	BIRMINGHAM	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	72	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	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	100.0	0	1		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	7.6	30.4	23.9	16.3	16.3	4.3	0.0	1.1	0.0	0.0	19	61.5	24	96		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	0.0	20.7	32.6	17.4	19.6	7.6	1.1	1.1	0.0	0.0	24	54.2	29	96		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	18.3	35.2	14.1	11.3	11.3	7.0	1.4	1.4	0.0	0.0	21	76.5	14	68		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	70	0	1	0.0	35.2	29.6	8.5	14.1	9.9	1.4	0.0	0.0	1.4	22	72.1	16	68		
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	20.0	45.0	10.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	5.0	45.0	20.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	0.0	13.3	26.7	23.3	16.7	16.7	0.0	0.0	0.0	0.0	31	60.9	21	22		
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	13.3	30.0	20.0	10.0	23.3	0.0	0.0	0.0	0.0	30	54.5	25	22		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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								
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	0	0																
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0																
STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0																
MANCHESTER	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	0.0	10	0.0	0	0																
MANCHESTER	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	0.0	0	0.0	41	1																
<b>TOTAL LUTON</b>				<b>674</b>	<b>0</b>	<b>3</b>	<b>3.7</b>	<b>26.0</b>	<b>29.4</b>	<b>15.2</b>	<b>13.4</b>	<b>10.2</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>22</b>	<b>63.1</b>	<b>20</b>	<b>627</b>																	
LUXEMBOURG																																						
BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.7	4	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	0.0	0.0	0	80.0	9	30																
JERSEY	LUXAIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
JERSEY	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	0.0	10	0.0	0	0																
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	11.8	35.3	29.4	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	26	44.4	32	18																
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	5.9	47.1	23.5	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	22	44.4	30	18																
HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	32.8	41.4	17.2	3.4	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	5	60																
HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	53.4	34.5	6.9	3.4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	6	93.3	5	60																
LONDON CITY	LUXAIR	S	A	165	0	4	1.8	39.1	43.8	3.6	7.1	2.4	0.0	0.0	0.0	0.0	2.4	8	90.2	4	174																	
LONDON CITY	LUXAIR	S	D	164	0	4	0.0	34.5	41.7	8.3	10.7	2.4	0.0	0.0	0.0	0.0	2.4	11	81.0	9	174																	
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	100.0	0	1																
STANSTED	RYANAIR	S	A	28	0	2	0.0	0.0	6.7	23.3	20.0	33.3	10.0	0.0	0.0	0.0	6.7	65	73.3	11	29																	
STANSTED	RYANAIR	S	D	29	0	1	0.0	0.0	6.7	16.7	33.3	30.0	10.0	0.0	0.0	0.0	3.3	63	60.0	20	29																	
MANCHESTER	FLYBE LTD	S	A	21	0	0	4.8	23.8	33.3	9.5	4.8	9.5	9.5	4.8	0.0	0.0	0.0	41	81.8	12	22																	
MANCHESTER	FLYBE LTD	S	D	21	0	0	0.0	0.0	57.1	9.5	14.3	9.5	4.8	4.8	0.0	0.0	0.0	37	72.7	19	22																	
<b>TOTAL LUXEMBOURG</b>				<b>580</b>	<b>0</b>	<b>11</b>	<b>3.9</b>	<b>31.8</b>	<b>35.9</b>	<b>8.6</b>	<b>9.6</b>	<b>6.4</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>82.7</b>	<b>9</b>	<b>667</b>																	
LUXOR																																						
HEATHROW	EGYPT 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	0.0	10	100.0	2	1																
HEATHROW	EGYPT 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	100.0	0	1																
<b>TOTAL LUXOR</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>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>2</b>																
LVOV																																						
LUTON	WIZZ AIR	S	A	13	0	0	0.0	0.0	0.0	15.4	30.8	46.2	0.0	7.7	0.0	0.0	0.0	74	0.0	0	0																	
LUTON	WIZZ AIR	S	D	13	0	0	0.0	0.0	7.7	0.0	46.2	38.5	0.0	7.7	0.0	0.0	0.0	71	0.0	0	0																	
<b>TOTAL LVOV</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>38.5</b>	<b>42.3</b>	<b>0.0</b>	<b>7.7</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>																	
LYON																																						
BIRMINGHAM	FLYBE LTD	S	A	26	0	0	3.8	23.1	15.4	23.1	15.4	19.2	0.0	0.0	0.0	0.0	0.0	27	80.0	22	30																	
BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	7.7	34.6	34.6	15.4	7.7	0.0	0.0	0.0	0.0	0.0	25	53.3	31	30																	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
CARDIFF WALES	AIR FRANCE		C	A	0	0	0	0.0	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
CARDIFF WALES	AIR FRANCE		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	136	1
EDINBURGH	EASYJET AIRLINE COMPANY LTD		S	A	9	0	0	0.0	22.2	0.0	11.1	0.0	44.4	22.2	0.0	0.0	0.0	0.0	68	87.5	4	8
EDINBURGH	EASYJET AIRLINE COMPANY LTD		S	D	9	0	0	0.0	0.0	0.0	33.3	0.0	44.4	11.1	11.1	0.0	0.0	0.0	87	100.0	2	8
GATWICK	EASYJET AIRLINE COMPANY LTD		S	A	55	0	0	1.8	20.0	32.7	21.8	14.5	7.3	1.8	0.0	0.0	0.0	0.0	22	64.3	19	56
GATWICK	EASYJET AIRLINE COMPANY LTD		S	D	55	0	0	0.0	1.8	25.5	32.7	29.1	9.1	0.0	1.8	0.0	0.0	0.0	34	42.9	35	56
HEATHROW	BRITISH AIRWAYS PLC		S	A	86	0	0	16.3	36.0	32.6	10.5	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	6	90
HEATHROW	BRITISH AIRWAYS PLC		S	D	86	0	0	0.0	39.5	46.5	10.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	7	86.7	7	90
LUTON	EASYJET AIRLINE COMPANY LTD		S	A	24	0	1	0.0	20.0	36.0	20.0	12.0	4.0	4.0	0.0	0.0	0.0	4.0	22	69.2	19	26
LUTON	EASYJET AIRLINE COMPANY LTD		S	D	24	0	1	0.0	28.0	44.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	8	73.1	12	26
LUTON	VISTAJET LTD MALTA		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
MANCHESTER	FLYBE LTD		S	A	21	0	0	0.0	14.3	42.9	9.5	14.3	4.8	4.8	9.5	0.0	0.0	0.0	41	63.3	30	30
MANCHESTER	FLYBE LTD		S	D	21	0	0	0.0	4.8	52.4	14.3	19.0	0.0	4.8	4.8	0.0	0.0	0.0	34	63.3	27	30
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	70.6	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	0.0	0	76.5	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	0.0	0	52.9	40	16
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	75.0	31	16
SOUTHEND	STOBART AIR		S	A	26	0	0	3.8	19.2	23.1	11.5	7.7	30.8	3.8	0.0	0.0	0.0	0.0	39	0.0	0	0
SOUTHEND	STOBART AIR		S	D	26	0	0	0.0	26.9	34.6	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL LYON</b>					<b>494</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>23.2</b>	<b>33.9</b>	<b>17.9</b>	<b>10.9</b>	<b>7.7</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>22</b>	<b>72.1</b>	<b>18</b>	<b>549</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE													JUN 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)
MADRID																								
	BIRMINGHAM	IBERIA EXPRESS	S	A	17	0	0	0.0	70.6	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	3	17		
	BIRMINGHAM	IBERIA EXPRESS	S	D	17	0	0	0.0	0.0	52.9	11.8	23.5	5.9	0.0	0.0	5.9	0.0	0.0	106	64.7	27	17		
	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	42.9	26	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	35.7	25	14		
	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	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	75	0.0	0	0		
	BIRMINGHAM	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	29	2		
	BIRMINGHAM	PRIVILEGE STYLE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	2		
	BIRMINGHAM	PULLMANTUR 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	17	1		
	BIRMINGHAM	PULLMANTUR 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	29	1		
	BIRMINGHAM	RYANAIR	S	A	18	0	0	0.0	27.8	33.3	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	70.6	15	17		
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	0.0	17.6	35.3	29.4	17.6	0.0	0.0	0.0	0.0	0.0	36	11.8	40	17		
	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	75.0	6	4		
	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	20.0	42	5		
	BRISTOL	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	0	1		
	BRISTOL	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		
	BRISTOL	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	49	2		
	BRISTOL	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	33.3	75	3		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	20.7	31.0	13.8	10.3	17.2	3.4	3.4	0.0	0.0	0.0	0.0	19	58.1	29	30		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	26.7	33.3	13.3	20.0	0.0	3.3	0.0	0.0	0.0	3.3	21	45.2	36	31		
	BRISTOL	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		
	BRISTOL	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
	BRISTOL	IBERIA	C	A	0	0	0	0.0	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		
	BRISTOL	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	0.0	0	33.3	24	6		
	BRISTOL	IBERIA 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	1	5		
	BRISTOL	IBERIA 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	40.0	25	5		
	BRISTOL	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		
	BRISTOL	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	6	1		
	BRISTOL	PRIVILEGE STYLE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	PRIVILEGE STYLE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1		
	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	2	1		
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
	BRISTOL	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	100.0	12	1		
	BRISTOL	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	100.0	12	1		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	TRANSAVIA FRANCE	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
BRISTOL	VUELING AIRLINES	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	6		
BRISTOL	VUELING AIRLINES	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	4		
CARDIFF WALES	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	0	1		
CARDIFF WALES	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		
CARDIFF WALES	IBERIA	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	6		
CARDIFF WALES	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	0.0	0	20.0	97	5		
CARDIFF WALES	IBERIA EXPRESS	S A	5	0	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	9		
CARDIFF WALES	IBERIA EXPRESS	S D	5	0	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9		
CARDIFF WALES	RYANAIR	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	23	3		
CARDIFF WALES	RYANAIR	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	29	3		
EAST MIDLANDS INTERNATIONAL	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	0.0	0	0.0	48	2		
EAST MIDLANDS INTERNATIONAL	DUCAIR	S D	1	0	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	38	0	0	0	0	7.9	26.3	39.5	10.5	2.6	7.9	2.6	2.6	0.0	0.0	24	84.6	8	39		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	38	0	0	0	0	0.0	13.2	55.3	15.8	5.3	7.9	0.0	2.6	0.0	0.0	22	92.3	8	39		
EDINBURGH	IBERIA EXPRESS	S A	17	0	0	0	0	11.8	47.1	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	2	18		
EDINBURGH	IBERIA EXPRESS	S D	17	0	0	0	0	0.0	5.9	23.5	35.3	35.3	0.0	0.0	0.0	0.0	0.0	26	72.2	14	18		
GLASGOW	RYANAIR	S A	17	0	0	0	0	0.0	70.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GLASGOW	RYANAIR	S D	17	0	0	0	0	0.0	29.4	41.2	23.5	0.0	5.9	0.0	0.0	0.0	0.0	12	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	17	0	0	0	0	5.9	17.6	41.2	23.5	5.9	5.9	0.0	0.0	0.0	0.0	14	72.4	20	28		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	17	0	0	0	0	0.0	41.2	41.2	11.8	0.0	5.9	0.0	0.0	0.0	0.0	7	75.9	18	28		
GATWICK	AIR EUROPA	S A	60	0	0	0	0	1.7	10.0	53.3	18.3	10.0	5.0	1.7	0.0	0.0	0.0	18	60.0	21	60		
GATWICK	AIR EUROPA	S D	60	0	0	0	0	0.0	21.7	43.3	18.3	6.7	6.7	0.0	3.3	0.0	0.0	22	58.3	22	60		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	117	0	1	11.9	39.8	17.8	8.5	14.4	5.9	0.8	0.0	0.0	0.0	0.0	0.8	16	71.7	17	120		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	118	0	0	0	0	0.0	10.2	43.2	15.3	16.1	11.9	3.4	0.0	0.0	0.0	26	49.6	26	121		
GATWICK	GESTAIR EXECUTIVE 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		
GATWICK	GESTAIR EXECUTIVE 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		
GATWICK	IBERIA EXPRESS	S A	60	0	0	0	0	25.0	51.7	16.7	5.0	0.0	1.7	0.0	0.0	0.0	0.0	4	90.0	5	60		
GATWICK	IBERIA EXPRESS	S D	60	0	0	0	0	0.0	26.7	56.7	11.7	3.3	0.0	1.7	0.0	0.0	0.0	10	81.7	12	60		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUN 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		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	51	0	0	7.8	33.3	35.3	5.9	7.8	5.9	0.0	2.0	2.0	0.0	0.0	24	80.8	12	52							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	50	0	1	0.0	9.8	35.3	21.6	17.6	9.8	2.0	2.0	0.0	0.0	2.0	33	51.9	32	52							
GATWICK	NORWEGIAN AIR UK LTD	C	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	0	8.1	41.9	33.1	8.8	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7	79.2	14	149							
HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	5	0.0	25.5	52.9	10.5	7.2	0.7	0.0	0.0	0.0	0.0	3.3	9	77.9	12	149							
HEATHROW	IBERIA	S	A	227	0	5	9.9	53.0	25.4	4.7	3.0	1.7	0.0	0.0	0.0	0.0	2.2	5	84.7	8	235							
HEATHROW	IBERIA	S	D	227	0	0	0.0	34.8	41.0	11.5	8.8	3.5	0.4	0.0	0.0	0.0	0.0	13	74.9	13	235							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	5.4	43.2	27.0	8.1	8.1	5.4	0.0	2.7	0.0	0.0	0.0	17	58.5	28	41							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	0.0	8.1	62.2	13.5	10.8	2.7	0.0	2.7	0.0	0.0	0.0	21	68.3	18	41							
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	34	1							
STANSTED	RYANAIR	S	A	120	0	0	4.2	31.7	31.7	15.0	10.8	6.7	0.0	0.0	0.0	0.0	0.0	16	90.0	10	120							
STANSTED	RYANAIR	S	D	120	0	0	0.0	0.0	38.3	20.0	22.5	17.5	1.7	0.0	0.0	0.0	0.0	35	76.7	12	120							
MANCHESTER	IBERIA EXPRESS	S	A	12	0	0	8.3	58.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	5	12							
MANCHESTER	IBERIA EXPRESS	S	D	12	0	0	0.0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	13	12							
MANCHESTER	RYANAIR	S	A	29	0	1	0.0	6.7	33.3	33.3	13.3	10.0	0.0	0.0	0.0	0.0	3.3	25	53.3	23	30							
MANCHESTER	RYANAIR	S	D	29	0	1	0.0	3.3	83.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	3.3	8	83.3	11	30							
NEWCASTLE	RYANAIR	S	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	29	55.6	13	9							
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	30	22.2	23	9							
<b>TOTAL MADRID MAHON</b>				<b>2058</b>	<b>0</b>	<b>18</b>	<b>4.3</b>	<b>29.2</b>	<b>37.2</b>	<b>12.5</b>	<b>9.7</b>	<b>5.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>72.5</b>	<b>16</b>	<b>2211</b>							
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	9							
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9							
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	75.0	5	4							
BELFAST 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	0.0	25	100.0	2	4							
BIRMINGHAM	JET2.COM LTD	S	A	14	0	0	0.0	35.7	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	24	8							
BIRMINGHAM	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	10	75.0	28	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	76.9	36	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	44	13							
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	20	9							



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

		Origin/Destinations: M																	JUN 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	22.2	33.3	11.1	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	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	44.4	20	9
BIRMINGHAM	TUI AIRWAYS LTD	C A	18	0	0	0.0	27.8	11.1	44.4	0.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	42	76.9	13	13
BIRMINGHAM	TUI AIRWAYS LTD	C D	18	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	46.2	24	13
BOURNEMOUTH	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	0.0	0.0	28	75.0	18	4
BOURNEMOUTH	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	18	0	0	0.0	16.7	27.8	16.7	16.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	35	50.0	28	18
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	18	0	0	0.0	22.2	27.8	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	26	18
BRISTOL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	106	77.8	11	9
BRISTOL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	102	88.9	6	9
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	55.6	18	9
BRISTOL	TUI AIRWAYS LTD	C 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	0.0	0.0	21	77.8	14	9
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	0.0	0.0	0	100.0	2	5
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	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	0.0	0.0	3	88.9	2	9
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	4	8
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	18	0	0	22.2	33.3	5.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	17
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	18	0	0	0.0	61.1	22.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	4	17
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	11.1	11.1	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	77.8	7	9
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	12	9
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	11.1	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	5	9
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	0.0	9	77.8	4	9
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	8
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
EDINBURGH	BA CITYFLYER LTD	C 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	0.0	0.0	18	100.0	4	4

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	BA CITYFLYER 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	23	75.0	10	4		
EDINBURGH	JET2.COM LTD	S	A	9	0	0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	3	9		
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	7	9		
EXETER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	21	9		
EXETER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	13	9		
GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	12	4		
GLASGOW	BA CITYFLYER 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	16	75.0	24	4		
GLASGOW	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	25	87.5	6	8		
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	37.5	25.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	27	87.5	8	8		
GLASGOW	THOMAS COOK AIRLINES 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	22	88.9	4	9		
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	8	0.0	0	0		
ISLE OF MAN	BA CITYFLYER LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	11.1	22.2	33.3	11.1	16.7	0.0	0.0	5.6	0.0	0.0	0.0	24	88.2	7	17		
LEEDS BRADFORD	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	82.4	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	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	100.0	6	9		
LEEDS BRADFORD	TUI AIRWAYS LTD	C	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	55	80.0	10	5		
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	80.0	12	5		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	6.3	18.8	31.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	62.5	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	0.0	15.0	31.7	18.3	21.7	8.3	3.3	1.7	0.0	0.0	0.0	30	65.5	20	58		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	0.0	5.0	63.3	13.3	15.0	0.0	3.3	0.0	0.0	0.0	0.0	18	74.1	17	58		
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	63.6	18	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	90.9	5	22		

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

		Origin/Destinations: M																	JUN 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	NORWEGIAN AIR INTERNATIONAL	C	A	15	0	0	6.7	26.7	26.7	20.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	20	66.7	27	18
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	15	0	0	0.0	26.7	46.7	13.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	20	66.7	29	18
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	19	0	0	10.5	5.3	42.1	15.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	22	66.7	14	18
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	19	0	0	0.0	31.6	36.8	26.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	15	83.3	14	18
	GATWICK	TUI AIRWAYS LTD	C	A	23	0	0	0.0	17.4	34.8	21.7	26.1	0.0	0.0	0.0	0.0	0.0	0.0	18	47.6	23	21
	GATWICK	TUI AIRWAYS LTD	C	D	23	0	0	0.0	30.4	52.2	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	20	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	22.2	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.2	8	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	82.4	11	17
	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	32	66.7	8	3
	LONDON CITY	BA CITYFLYER 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	18	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	5.0	25.0	15.0	10.0	20.0	15.0	5.0	0.0	0.0	0.0	5.0	33	88.9	11	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	20	0	1	0.0	28.6	28.6	4.8	19.0	14.3	0.0	0.0	0.0	0.0	4.8	24	61.1	15	18
	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	76.5	8	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	88.2	7	17
	LUTON	TUI AIRWAYS LTD	C	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	10	8
	LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	8
	STANSTED	EASYJET AIRLINE COMPANY LTD	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	99	0.0	23	1
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	65	100.0	2	1
	STANSTED	JET2.COM LTD	S	A	22	0	0	0.0	45.5	22.7	9.1	22.7	0.0	0.0	0.0	0.0	0.0	0.0	13	91.7	7	12
	STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	36.4	54.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	7	12
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	0.0	11.1	11.1	0.0	0.0	0.0	55	66.7	14	9
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	44.4	0.0	11.1	0.0	11.1	11.1	0.0	0.0	0.0	54	66.7	8	9
	STANSTED	TUI AIRWAYS LTD	C	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	13	77.8	9	9
	STANSTED	TUI AIRWAYS LTD	C	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	14	66.7	12	9
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	13.6	36.4	22.7	4.5	13.6	4.5	4.5	0.0	0.0	0.0	0.0	19	100.0	1	14
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	4.5	63.6	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	73.3	9	15
	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	70.6	9	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	10	17

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	THOMAS COOK AIRLINES LTD	S	A	15	0	0	6.7	6.7	46.7	13.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	20	61.1	32	18					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	21.4	64.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	88.2	17	17					
MANCHESTER	TUI AIRWAYS LTD	C	A	32	0	0	0.0	15.6	31.3	15.6	31.3	6.3	0.0	0.0	0.0	0.0	0.0	27	53.3	19	30					
MANCHESTER	TUI AIRWAYS LTD	C	D	32	0	0	0.0	0.0	43.8	31.3	15.6	9.4	0.0	0.0	0.0	0.0	0.0	23	33.3	26	30					
NEWCASTLE	JET2.COM LTD	S	A	14	0	0	7.1	57.1	21.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	84.6	13	13					
NEWCASTLE	JET2.COM LTD	S	D	14	0	0	0.0	7.1	78.6	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	14	84.6	10	13					
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9					
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	12	9					
NEWCASTLE	TUI AIRWAYS LTD	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	36	75.0	12	8					
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	5	87.5	6	8					
SOUTHAMPTON	FLYBE LTD	C	A	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
SOUTHAMPTON	FLYBE 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	18	0.0	0	0					
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	11.1	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	18	9					
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	20	9					
<b>TOTAL MAHON</b>				<b>1105</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>22.9</b>	<b>40.3</b>	<b>16.0</b>	<b>11.6</b>	<b>4.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>19</b>	<b>75.2</b>	<b>14</b>	<b>1171</b>					
<b>MALAGA</b>																										
ABERDEEN	RYANAIR	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
ABERDEEN	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	4	55.6	16	9					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	30	0	0	3.3	50.0	20.0	6.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	12	83.3	11	30					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	30	0	0	0.0	23.3	56.7	16.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	9	86.7	14	30					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	10.5	39.5	23.7	7.9	13.2	0.0	5.3	0.0	0.0	0.0	0.0	17	76.3	8	38					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	0.0	10.0	72.5	5.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	11	89.5	7	38					
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	38.5	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	12					
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	2	12					
BELFAST INTERNATIONAL	RYANAIR	S	A	21	0	0	4.8	47.6	9.5	14.3	9.5	4.8	9.5	0.0	0.0	0.0	0.0	23	81.0	11	21					
BELFAST INTERNATIONAL	RYANAIR	S	D	21	0	0	0.0	4.8	47.6	23.8	14.3	0.0	4.8	4.8	0.0	0.0	0.0	34	81.0	14	21					
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	13	4					
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	19	4					
BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	85	75.0	9	4					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	BRITISH AIRWAYS PLC	S	D	5	0	0	0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	76	50.0	18	4								
BIRMINGHAM	JET2.COM LTD	S	A	39	0	0	0	15.4	38.5	12.8	10.3	7.7	10.3	2.6	2.6	0.0	0.0	0.0	23	65.4	14	26								
BIRMINGHAM	JET2.COM LTD	S	D	39	0	0	0	0.0	15.4	48.7	15.4	5.1	10.3	2.6	2.6	0.0	0.0	0.0	26	73.1	12	26								
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	52.0	20	50								
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	52.0	22	50								
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	69.2	14	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	38.5	30	13								
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	26	0	0	0	0.0	7.7	46.2	15.4	19.2	7.7	3.8	0.0	0.0	0.0	0.0	29	0.0	0	0								
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	26	0	0	0	0.0	3.8	42.3	42.3	3.8	3.8	3.8	0.0	0.0	0.0	0.0	24	0.0	0	0								
BIRMINGHAM	RYANAIR	S	A	39	0	0	0	5.1	17.9	43.6	7.7	15.4	5.1	5.1	0.0	0.0	0.0	0.0	25	86.4	6	44								
BIRMINGHAM	RYANAIR	S	D	39	0	0	0	0.0	5.1	43.6	20.5	17.9	10.3	2.6	0.0	0.0	0.0	0.0	28	63.6	13	44								
BIRMINGHAM	TUI AIRWAYS LTD	C	A	16	0	0	0	0.0	18.8	31.3	12.5	25.0	6.3	6.3	0.0	0.0	0.0	0.0	30	61.1	19	18								
BIRMINGHAM	TUI AIRWAYS LTD	C	D	16	0	0	0	0.0	0.0	37.5	43.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	29	38.9	42	18								
BIRMINGHAM	VUELING AIRLINES	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	0	100.0	2	9								
BOURNEMOUTH	RYANAIR	S	A	26	0	0	0	7.7	65.4	23.1	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	9	92.3	4	26								
BOURNEMOUTH	RYANAIR	S	D	26	0	0	0	0.0	30.8	57.7	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	12	88.5	14	26								
BRISTOL	BRITISH AIRWAYS PLC	S	A	10	0	0	0	0.0	20.0	10.0	10.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	50	100.0	4	4								
BRISTOL	BRITISH AIRWAYS PLC	S	D	9	0	0	0	0.0	0.0	22.2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	52	0.0	31	4								
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	64	0	1	10.8	20.0	30.8	15.4	7.7	13.8	0.0	0.0	0.0	0.0	1.5	20	65.0	34	60									
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	65	0	1	0.0	19.7	39.4	18.2	12.1	7.6	1.5	0.0	0.0	0.0	1.5	20	70.0	16	60									
BRISTOL	RYANAIR	S	A	34	0	0	0	2.9	14.7	44.1	17.6	8.8	8.8	2.9	0.0	0.0	0.0	0.0	23	64.7	21	34								
BRISTOL	RYANAIR	S	D	34	0	0	0	0.0	20.6	44.1	8.8	14.7	8.8	2.9	0.0	0.0	0.0	0.0	22	64.7	21	34								
BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0	0.0	0.0	12.5	50.0	12.5	12.5	0.0	0.0	12.5	0.0	0.0	77	44.4	15	9								
BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	13	9								
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	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	12	88.9	11	9								
CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0	0.0	0.0	87.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	10	9								
CARDIFF WALES	VUELING AIRLINES	S	A	21	0	0	0	9.5	38.1	38.1	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	90.9	4	22								
CARDIFF WALES	VUELING AIRLINES	S	D	21	0	0	0	0.0	23.8	61.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	77.3	8	22								

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
DONCASTER SHEFFIELD	FLYBE LTD	S A	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	0.0	21	69.2	22	13		
DONCASTER SHEFFIELD	FLYBE LTD	S D	13	0	0	0.0	7.7	76.9	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	75.0	11	12			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	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	28	55.6	22	9			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	7	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	30	0	0	26.7	33.3	30.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	15	39			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	30	0	0	0.0	33.3	56.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	79.5	8	39			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	56	0	0	5.4	21.4	28.6	19.6	17.9	7.1	0.0	0.0	0.0	0.0	0.0	21	85.7	7	56			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	56	0	0	0.0	16.1	62.5	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	94.6	5	56			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	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	30	55.6	10	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	7	9			
EDINBURGH	BA CITYFLYER LTD	C A	4	0	1	0.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	5	4			
EDINBURGH	BA CITYFLYER 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	35	0.0	35	4			
EDINBURGH	JET2.COM LTD	S A	24	0	0	12.5	20.8	50.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	17	24			
EDINBURGH	JET2.COM LTD	S D	24	0	0	0.0	29.2	50.0	16.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	8	79.2	10	24			
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	75.0	15	8			
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	26	8			
EDINBURGH	RYANAIR	S A	29	0	0	3.4	17.2	34.5	3.4	20.7	20.7	0.0	0.0	0.0	0.0	0.0	28	62.1	17	29			
EDINBURGH	RYANAIR	S D	30	0	0	0.0	16.7	33.3	13.3	26.7	10.0	0.0	0.0	0.0	0.0	0.0	26	76.7	16	30			
EXETER	FLYBE LTD	S A	17	0	0	0.0	64.7	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	64.7	20	17			
EXETER	FLYBE LTD	S D	17	0	0	0.0	17.6	58.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	13	17			
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	0.0	34	4			
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	50.0	24	4			
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
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	4			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	30	0	0	6.7	40.0	43.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	30			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	30	0	0	0.0	33.3	46.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	6	30			
GLASGOW	JET2.COM LTD	S A	22	0	0	13.6	31.8	31.8	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	16	21			
GLASGOW	JET2.COM LTD	S D	22	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	8	21			

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	RYANAIR	S A	17	0	0	0.0	11.8	23.5	29.4	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	23	47.1	20	17		
GLASGOW	RYANAIR	S D	17	0	0	0.0	11.8	58.8	5.9	23.5	0.0	0.0	0.0	0.0	0.0	0.0	15	88.2	6	17			
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	14	5			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	34	100.0	0	5			
LEEDS BRADFORD	JET2.COM LTD	S A	56	0	0	12.5	35.7	26.8	12.5	7.1	3.6	0.0	0.0	1.8	0.0	0.0	36	88.5	8	52			
LEEDS BRADFORD	JET2.COM LTD	S D	56	0	0	0.0	19.6	42.9	21.4	10.7	5.4	0.0	0.0	0.0	0.0	0.0	16	86.5	9	52			
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	92.3	4	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	5	13			
LEEDS BRADFORD	RYANAIR	S A	34	0	0	0.0	26.5	41.2	11.8	8.8	8.8	0.0	2.9	0.0	0.0	0.0	25	85.3	11	34			
LEEDS BRADFORD	RYANAIR	S D	34	0	0	0.0	14.7	55.9	11.8	14.7	0.0	0.0	2.9	0.0	0.0	0.0	19	76.5	13	34			
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	45	0.0	0	0			
LEEDS BRADFORD	TUI AIRWAYS LTD	C 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	44	0.0	0	0			
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	8	0	0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	0.0	0	0			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	32	0	0	28.1	50.0	9.4	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	4	30			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	83.9	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	1	30			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	48	0	0	12.5	45.8	27.1	10.4	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	80.9	6	47			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	48	0	0	0.0	27.1	60.4	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	93.6	4	47			
GATWICK	BRITISH AIRWAYS PLC	S A	150	0	1	31.1	37.7	12.6	6.0	10.6	1.3	0.0	0.0	0.0	0.0	0.7	8	79.1	12	115			
GATWICK	BRITISH AIRWAYS PLC	S D	151	0	0	0.0	27.2	53.0	9.3	8.6	2.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	116			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	168	0	1	21.3	24.3	24.9	10.7	8.3	7.7	1.2	1.2	0.0	0.0	0.6	18	74.4	14	167			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	168	0	0	0.0	10.1	60.7	13.1	10.1	4.2	1.2	0.6	0.0	0.0	0.0	19	65.9	15	167			
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	53.3	22	59			
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	66.7	15	59			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	13	0	0	15.4	38.5	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	12	0	0	0.0	41.7	50.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	35	0	0	2.9	8.6	62.9	17.1	8.6	0.0	0.0	0.0	0.0	0.0	0.0	11	76.7	16	30							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	35	0	0	0.0	8.6	57.1	17.1	17.1	0.0	0.0	0.0	0.0	0.0	0.0	13	63.3	21	30							
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	38	45.5	23	22							
GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	11.1	0.0	22.2	22.2	0.0	11.1	0.0	0.0	0.0	53	86.4	14	22							
HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	0.0	20.0	31.4	25.7	11.4	8.6	0.0	2.9	0.0	0.0	0.0	27	78.6	18	14							
HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	0.0	14.7	52.9	11.8	14.7	5.9	0.0	0.0	0.0	0.0	0.0	16	100.0	4	13							
LONDON CITY	BA CITYFLYER LTD	S	A	34	0	0	5.9	35.3	20.6	17.6	5.9	8.8	5.9	0.0	0.0	0.0	0.0	26	71.8	15	39							
LONDON CITY	BA CITYFLYER LTD	S	D	35	0	0	0.0	2.9	51.4	28.6	5.7	11.4	0.0	0.0	0.0	0.0	0.0	24	40.0	28	40							
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	0.0	26	1							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	3.3	14.4	24.4	17.8	23.3	13.3	0.0	3.3	0.0	0.0	0.0	34	52.3	25	86							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	0.0	11.1	41.1	21.1	14.4	10.0	0.0	2.2	0.0	0.0	0.0	27	58.1	21	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	75.0	8	24							
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	72.0	17	25							
LUTON	TUI AIRWAYS LTD	C	A	8	0	0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	35	11.1	41	9							
LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	77.8	9	9							
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	0.0	20	1							
STANSTED	BA CITYFLYER 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	75	75.0	5	4							
STANSTED	BA CITYFLYER 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	86	0.0	24	4							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	2.4	47.6	28.6	14.3	0.0	4.8	2.4	0.0	0.0	0.0	0.0	13	75.6	13	41							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	0.0	28.6	47.6	4.8	11.9	4.8	2.4	0.0	0.0	0.0	0.0	16	76.2	16	42							
STANSTED	JET2.COM LTD	S	A	30	0	0	10.0	33.3	40.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	50.0	23	30							
STANSTED	JET2.COM LTD	S	D	30	0	0	0.0	30.0	60.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	4	30							
STANSTED	PRIMERA AIR SCANDINAVIA	S	A	21	0	0	0.0	9.5	42.9	14.3	19.0	4.8	4.8	4.8	0.0	0.0	0.0	38	0.0	0	0							
STANSTED	PRIMERA AIR SCANDINAVIA	S	D	21	0	0	0.0	9.5	33.3	33.3	4.8	9.5	9.5	0.0	0.0	0.0	0.0	36	0.0	0	0							
STANSTED	RYANAIR	S	A	66	0	2	0.0	11.8	20.6	26.5	25.0	13.2	0.0	0.0	0.0	0.0	2.9	28	44.9	23	69							
STANSTED	RYANAIR	S	D	66	0	2	0.0	0.0	36.8	32.4	20.6	7.4	0.0	0.0	0.0	0.0	2.9	25	63.8	18	69							



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										JUN 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	BRITISH AIRWAYS PLC	S	A	10	0	0	10.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	20.0	35	5					
MANCHESTER	BRITISH AIRWAYS PLC	S	D	10	0	0	10.0	0.0	80.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	49	5					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	43.3	33.3	13.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	12	73.3	23	30					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	17	30					
MANCHESTER	JET2.COM LTD	S	A	53	0	0	13.2	39.6	24.5	13.2	5.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	93.0	3	43					
MANCHESTER	JET2.COM LTD	S	D	52	0	0	0.0	3.8	67.3	17.3	9.6	0.0	1.9	0.0	0.0	0.0	0.0	0.0	14	83.7	8	43					
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	65.4	14	52					
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	75.0	12	52					
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	80.0	4	5					
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	80.0	11	5					
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	66.7	30	18					
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	44.4	41	18					
MANCHESTER	RYANAIR	S	A	60	0	0	1.7	38.3	33.3	16.7	5.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	14	91.5	11	47					
MANCHESTER	RYANAIR	S	D	60	0	0	0.0	0.0	40.0	26.7	21.7	10.0	0.0	1.7	0.0	0.0	0.0	0.0	30	74.5	16	47					
MANCHESTER	TUI AIRWAYS LTD	C	A	16	0	0	0.0	0.0	12.5	43.8	25.0	6.3	0.0	12.5	0.0	0.0	0.0	0.0	52	52.9	43	17					
MANCHESTER	TUI AIRWAYS LTD	C	D	16	0	0	0.0	6.3	31.3	31.3	12.5	6.3	0.0	12.5	0.0	0.0	0.0	0.0	47	64.7	27	17					
NEWCASTLE	AIR EUROPA	S	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
NEWCASTLE	AIR EUROPA	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	38.5	34.6	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	73.1	10	26					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	7.7	73.1	15.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	15	69.2	13	26					
NEWCASTLE	JET2.COM LTD	S	A	27	0	0	40.7	48.1	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.7	3	30					
NEWCASTLE	JET2.COM LTD	S	D	27	0	0	0.0	14.8	66.7	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.0	13	30					
NEWCASTLE	RYANAIR	S	A	20	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	100.0	1	21					
NEWCASTLE	RYANAIR	S	D	21	0	0	0.0	14.3	71.4	4.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	14	90.5	8	21					
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37	33.3	34	9					
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	10	9					
SOUTHAMPTON	FLYBE LTD	S	A	18	0	0	0.0	44.4	38.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	52.9	27	17					
SOUTHAMPTON	FLYBE LTD	S	D	18	0	0	0.0	5.6	77.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.7	25	17					
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	3.3	36.7	30.0	6.7	10.0	10.0	0.0	0.0	3.3	0.0	0.0	0.0	68	77.4	11	29					

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

		Origin/Destinations: M																	JUN 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	30.0	43.3	6.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL MALAGA</b>		EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	30.0	43.3	6.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	86.7	9	30
<b>TOTAL MALAGA</b>					<b>3716</b>	<b>0</b>	<b>9</b>	<b>5.3</b>	<b>23.4</b>	<b>39.7</b>	<b>14.2</b>	<b>10.5</b>	<b>4.9</b>	<b>1.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>72.6</b>	<b>14</b>	<b>3937</b>
MALMO																						
	STANSTED	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
	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	62	0.0	0	0
<b>TOTAL MALMO</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>62</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MALTA																						
	ABERDEEN	RYANAIR	S	A	8	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	ABERDEEN	RYANAIR	S	D	7	0	1	0.0	12.5	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	12.5	21	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	5	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BELFAST INTERNATIONAL	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	21	0.0	0	0
	BIRMINGHAM	AIR MALTA	S	A	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	57	100.0	5	4
	BIRMINGHAM	AIR MALTA	S	D	4	0	0	0.0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	65	75.0	11	4
	BIRMINGHAM	JET2.COM LTD	S	A	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	54	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	65	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	12	0	0	0.0	8.3	25.0	16.7	33.3	8.3	8.3	0.0	0.0	0.0	0.0	39	53.8	29	13
	BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	8.3	50.0	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	30	69.2	18	13
	BIRMINGHAM	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	52	60.0	19	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	9	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	20.0	51	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	5	20.0	50	5
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	12.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	61	44.4	27	9
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	62.5	12.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	31	77.8	18	9
	BRISTOL	AIR MALTA	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	35	75.0	13	4
	BRISTOL	AIR MALTA	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	49	50.0	24	4
	BRISTOL	RYANAIR	S	A	11	0	1	16.7	58.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	1	92.3	2	13
	BRISTOL	RYANAIR	S	D	11	0	1	0.0	8.3	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	7	84.6	7	13
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	53	40.0	23	5
	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	80.0	7	5
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	6	5

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUN 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	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	5
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	13	0	0	7.7	23.1	46.2	0.0	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	28	84.6	6	13
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	13	0	0	0.0	0.0	92.3	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	22	69.2	9	13
EDINBURGH	RYANAIR	S A	17	0	0	0.0	11.8	5.9	23.5	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	35	52.9	30	16
EDINBURGH	RYANAIR	S D	17	0	0	0.0	11.8	35.3	17.6	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	33	76.5	19	17
GLASGOW	JET2.COM LTD	S A	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	9	9
GLASGOW	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	0.0	6	100.0	3	9
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	16	4
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	10	4
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	9
LEEDS BRADFORD	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	0.0	9	100.0	2	9
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	88.9	2	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	0.0	8	66.7	18	9
GATWICK	AIR MALTA	S A	30	0	0	0.0	36.7	26.7	16.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	17	90.5	5	21
GATWICK	AIR MALTA	S D	30	0	1	0.0	12.9	45.2	12.9	22.6	3.2	0.0	0.0	0.0	0.0	0.0	3.2	18	81.0	10	21
GATWICK	BRITISH AIRWAYS PLC	S A	36	0	0	13.9	27.8	16.7	19.4	19.4	0.0	2.8	0.0	0.0	0.0	0.0	0.0	17	66.7	26	30
GATWICK	BRITISH AIRWAYS PLC	S D	37	0	0	0.0	18.9	59.5	10.8	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	25	30
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	43	0	0	2.3	20.9	37.2	14.0	20.9	4.7	0.0	0.0	0.0	0.0	0.0	0.0	19	55.8	22	43
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	43	0	0	0.0	7.0	65.1	16.3	7.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	13	72.1	19	43
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	4	0	0	25.0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	51	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	0.0	62.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	36	88.9	9	9
GATWICK	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	0.0	62.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	38	66.7	14	9
GATWICK	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	0.0	49	14.3	24	7
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	0.0	3	88.9	5	9
HEATHROW	AIR MALTA	S A	65	0	0	3.1	9.2	41.5	21.5	20.0	1.5	3.1	0.0	0.0	0.0	0.0	0.0	23	71.2	15	66
HEATHROW	AIR MALTA	S D	65	0	0	0.0	7.7	32.3	30.8	21.5	3.1	4.6	0.0	0.0	0.0	0.0	0.0	28	64.6	20	65
LUTON	RYANAIR	S A	33	0	1	0.0	8.8	41.2	17.6	26.5	2.9	0.0	0.0	0.0	0.0	0.0	2.9	22	71.4	14	35
LUTON	RYANAIR	S D	33	0	1	0.0	5.9	41.2	23.5	23.5	2.9	0.0	0.0	0.0	0.0	0.0	2.9	20	57.1	19	35

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	
	STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	STANSTED	RYANAIR	S	A	21	0	0	0.0	0.0	19.0	9.5	28.6	33.3	4.8	4.8	0.0	0.0	0.0	60	71.4	16	21	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	23.8	28.6	38.1	4.8	0.0	4.8	0.0	0.0	0.0	40	76.2	14	21	
	STANSTED	TITAN 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	0.0	66	0.0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	AIR MALTA	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	
	MANCHESTER	AIR MALTA	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	18	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	3.3	13.3	30.0	30.0	13.3	10.0	0.0	0.0	0.0	0.0	0.0	26	76.9	12	26	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	10.0	66.7	13.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	14	80.8	7	26	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	12.5	25.0	25.0	0.0	0.0	12.5	0.0	25.0	0.0	0.0	0.0	59	88.9	3	9	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	12.5	62.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	34	77.8	12	9	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	46.2	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	92.3	3	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	37	61.5	16	13	
	MANCHESTER	THOMAS COOK AIRLINES 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	27	40.0	21	5	
	MANCHESTER	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	80.0	10	5	
	MANCHESTER	TUI AIRWAYS LTD	C	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	26	80.0	11	10	
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	15	10	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	75.0	20	8	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	11	8	
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	30	5	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	34	5	
	SOUTHEND	AIR MALTA	S	A	12	0	2	0.0	57.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14.3	6	0.0	0	0	
	SOUTHEND	AIR MALTA	S	D	12	0	2	0.0	21.4	28.6	14.3	21.4	0.0	0.0	0.0	0.0	0.0	14.3	15	0.0	0	0	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	25.0	12.5	12.5	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	38	0.0	0	0	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MALTA</b>					<b>999</b>	<b>0</b>	<b>10</b>	<b>1.9</b>	<b>16.2</b>	<b>40.2</b>	<b>16.5</b>	<b>15.9</b>	<b>5.4</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>23</b>	<b>71.1</b>	<b>16</b>	<b>865</b>	
MANCHESTER																							
	ABERDEEN	FLYBE LTD	S	A	154	0	2	3.8	45.5	31.4	6.4	5.1	5.1	1.3	0.0	0.0	0.0	1.3	12	78.0	24	159	
	ABERDEEN	FLYBE LTD	S	D	154	0	2	0.0	50.0	34.6	4.5	1.9	5.8	1.9	0.0	0.0	0.0	1.3	11	79.2	16	159	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	196	0	0	0	1.0	46.4	28.1	10.7	9.7	2.6	1.5	0.0	0.0	0.0	0.0	12	69.2	18	198		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	196	0	0	0	0.5	37.8	43.9	9.2	4.6	3.6	0.5	0.0	0.0	0.0	0.0	9	80.7	13	197		
BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
BELFAST INTERNATIONAL	AER LINGUS	C A	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S A	64	0	1	3.1	26.2	40.0	4.6	15.4	9.2	0.0	0.0	0.0	0.0	1.5	18	64.4	23	73			
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S D	64	0	1	0.0	15.4	44.6	10.8	13.8	13.8	0.0	0.0	0.0	0.0	1.5	22	58.9	25	73			
BELFAST INTERNATIONAL	RYANAIR	S A	29	0	0	0.0	37.9	31.0	13.8	6.9	6.9	3.4	0.0	0.0	0.0	0.0	19	0.0	0	0			
BELFAST INTERNATIONAL	RYANAIR	S D	30	0	0	0.0	16.7	60.0	6.7	6.7	6.7	3.3	0.0	0.0	0.0	0.0	17	0.0	0	0			
BIRMINGHAM	FLYBE LTD	S A	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	56	50.0	11	2			
BIRMINGHAM	FLYBE LTD	S D	6	0	0	0.0	16.7	0.0	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	58	0.0	50	1			
BIRMINGHAM	JET2.COM LTD	S A	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	84	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S D	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	31	50.0	22	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	0.0	53	1			
BIRMINGHAM	THOMAS COOK AIRLINES 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	46	0.0	0	0			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	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	95	0.0	75	1			
BIRMINGHAM	TUI AIRWAYS LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100	0.0	0	0			
BRISTOL	BMI REGIONAL	S A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
BRISTOL	BMI REGIONAL	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	227	0.0	0	0			
DONCASTER SHEFFIELD	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	35	0.0	0	0			
DONCASTER SHEFFIELD	FLYBE LTD	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	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	50	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	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	30	1			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	FLYBE LTD	S A	97	0	0	0.0	41.2	36.1	8.2	8.2	5.2	1.0	0.0	0.0	0.0	0.0	13	74.1	17	112			
EDINBURGH	FLYBE LTD	S D	97	0	0	0.0	16.5	59.8	15.5	4.1	3.1	1.0	0.0	0.0	0.0	0.0	13	71.4	16	112			
EXETER	AURIGNY AIR SERVICES	S A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0			
EXETER	FLYBE LTD	S A	80	1	0	4.9	40.7	27.2	9.9	11.1	2.5	2.5	0.0	0.0	1.2	0.0	15	90.2	8	112			
EXETER	FLYBE LTD	S D	80	1	0	0.0	33.3	44.4	16.0	2.5	2.5	0.0	0.0	0.0	1.2	0.0	9	87.5	8	112			
GLASGOW	FLYBE LTD	S A	48	0	3	9.8	47.1	11.8	5.9	5.9	3.9	5.9	3.9	0.0	0.0	5.9	29	0.0	0	0			

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	FLYBE LTD	S	D	48	0	11	0.0	28.8	40.7	5.1	3.4	3.4	0.0	0.0	0.0	0.0	18.6	10	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	79.8	16	84	84
	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	84.5	8	84	84
	ISLE OF MAN	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	15	0.0	0	0	0
	ISLE OF MAN	FLYBE LTD	S	A	142	0	1	2.8	35.7	38.5	14.0	4.2	2.1	0.7	0.7	0.7	0.0	0.7	15	0.0	0	0
	ISLE OF MAN	FLYBE LTD	S	D	142	0	1	0.0	32.9	52.4	7.7	4.2	1.4	0.7	0.0	0.0	0.0	0.7	6	0.0	0	0
	JERSEY	FLYBE LTD	S	A	34	0	1	2.9	28.6	31.4	11.4	8.6	14.3	0.0	0.0	0.0	0.0	2.9	20	68.4	20	38
	JERSEY	FLYBE LTD	S	D	34	0	1	0.0	8.6	37.1	17.1	8.6	20.0	5.7	0.0	0.0	0.0	2.9	37	57.9	23	38
	LIVERPOOL (JOHN LENNON)	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	39	0.0	0	0
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	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	100.0	7	1	1
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	1	15.5	49.1	23.2	5.0	5.5	0.9	0.0	0.5	0.0	0.0	0.5	6	80.5	10	221
	HEATHROW	BRITISH AIRWAYS PLC	S	D	219	0	1	0.0	40.9	38.6	11.8	6.8	0.9	0.0	0.5	0.0	0.0	0.5	10	82.4	10	221
	LONDON CITY	BA CITYFLYER LTD	S	A	7	0	1	0.0	0.0	25.0	25.0	12.5	12.5	0.0	12.5	0.0	0.0	12.5	53	75.0	13	8
	LONDON CITY	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	8	5
	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	33.3	28	3
	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	25.0	36	4
	STANSTED	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	62	0.0	0	0
	NEWCASTLE	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	42	0.0	0	0
	SOUTHAMPTON	AURIGNY AIR SERVICES	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
	SOUTHAMPTON	FLYBE LTD	S	A	128	0	1	3.9	32.6	34.9	7.8	10.9	6.2	1.6	1.6	0.0	0.0	0.8	21	85.4	9	137
	SOUTHAMPTON	FLYBE LTD	S	D	128	0	2	0.0	25.4	41.5	10.0	10.0	8.5	2.3	0.8	0.0	0.0	1.5	20	76.6	12	137
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	0
	SOUTHEND	STOBART AIR	S	A	73	0	2	10.7	32.0	33.3	10.7	4.0	5.3	1.3	0.0	0.0	0.0	2.7	12	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	74	0	2	0.0	15.8	60.5	6.6	6.6	3.9	3.9	0.0	0.0	0.0	2.6	16	0.0	0	0
<b>TOTAL MANCHESTER</b>					<b>2578</b>	<b>3</b>	<b>35</b>	<b>2.8</b>	<b>35.8</b>	<b>37.3</b>	<b>9.4</b>	<b>6.9</b>	<b>4.5</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>1.3</b>	<b>14</b>	<b>77.5</b>	<b>14</b>	<b>2298</b>

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

		Origin/Destinations: M																	JUN 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	
MANILA																							
	HEATHROW	PHILIPPINE AIRLINES	S	A	28	0	2	33.3	30.0	10.0	3.3	6.7	10.0	0.0	0.0	0.0	0.0	6.7	13	33.3	27	30	
	HEATHROW	PHILIPPINE AIRLINES	S	D	28	0	2	0.0	23.3	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	6.7	12	56.7	15	30	
<b>TOTAL MANILA</b>					<b>56</b>	<b>0</b>	<b>4</b>	<b>16.7</b>	<b>26.7</b>	<b>25.0</b>	<b>11.7</b>	<b>8.3</b>	<b>5.0</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>45.0</b>	<b>21</b>	<b>60</b>	
MARRAKESH																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	50.0	29	4	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	30	40.0	29	5	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	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	75.0	9	4	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	6	9	
	LIVERPOOL (JOHN LENNON)	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	0	100.0	1	9	
	GATWICK	AIR ARABIA MAROC	S	A	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	GATWICK	AIR ARABIA MAROC	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	7	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	46.7	13.3	13.3	16.7	6.7	0.0	3.3	0.0	0.0	0.0	0.0	12	79.3	22	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	27.6	41.4	10.3	17.2	3.4	0.0	0.0	0.0	0.0	0.0	16	69.0	22	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	8.8	52.9	20.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	79.4	7	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	0.0	11.4	74.3	5.7	2.9	2.9	2.9	0.0	0.0	0.0	0.0	14	82.4	10	34	
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	11.1	22.2	11.1	11.1	22.2	0.0	11.1	11.1	0.0	0.0	0.0	51	77.8	13	9	
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	0.0	11.1	0.0	0.0	22.2	0.0	0.0	0.0	51	88.9	11	9	
	LUTON	RYANAIR	S	A	17	0	0	0.0	29.4	52.9	0.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	94.1	2	17	
	LUTON	RYANAIR	S	D	17	0	0	0.0	5.9	76.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	17	
	STANSTED	RYANAIR	S	A	30	0	0	3.3	30.0	43.3	13.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	93.3	3	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	10.0	66.7	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	96.7	4	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	22.2	0.0	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	31	66.7	22	9	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	40	50.0	39	8	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	28	8	
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	88.9	26	9	
<b>TOTAL MARRAKESH</b>					<b>320</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>24.7</b>	<b>43.8</b>	<b>8.1</b>	<b>9.1</b>	<b>5.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.4</b>	<b>12</b>	<b>307</b>	
MARSA ALAM																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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								
	BIRMINGHAM	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	0.0	24	0.0	0	0															
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	30	5																
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	4																
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</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>10</b>	<b>33.3</b>	<b>23</b>	<b>9</b>																
	MARSEILLE																																					
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	7	0	4	0.0	18.2	9.1	9.1	9.1	18.2	0.0	0.0	0.0	0.0	36.4	33	57.1	38	14																
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	7	0	4	0.0	9.1	36.4	0.0	18.2	0.0	0.0	0.0	0.0	0.0	36.4	16	69.2	14	13																
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	16	9																	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	27	22.2	29	9																	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	40	40.0	50	5																
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	1	0	2	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	39	40.0	51	5																
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	12	6.7	13.3	11.7	20.0	13.3	10.0	3.3	1.7	0.0	0.0	20.0	37	60.0	31	60																
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	12	0.0	22.0	37.3	5.1	8.5	5.1	1.7	0.0	0.0	0.0	20.3	19	71.7	24	60																
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	6.7	29.2	23.6	14.6	12.4	13.5	0.0	0.0	0.0	0.0	22	81.1	10	90																	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	0.0	40.4	42.7	9.0	4.5	3.4	0.0	0.0	0.0	0.0	10	84.4	9	90																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	2	0.0	31.3	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	12.5	12	82.4	5	17																
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	2	0.0	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	12	76.5	7	17																
	STANSTED	RYANAIR	S	A	40	0	5	2.2	15.6	28.9	6.7	15.6	13.3	6.7	0.0	0.0	0.0	11.1	38	64.1	17	39																
	STANSTED	RYANAIR	S	D	40	0	5	0.0	4.4	57.8	11.1	8.9	6.7	0.0	0.0	0.0	0.0	11.1	18	92.3	7	39																
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	5	0	4	0.0	22.2	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	44.4	42	87.5	5	8																
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	5	0	4	0.0	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	44.4	18	87.5	6	8																
<b>TOTAL MARSEILLE</b>					<b>425</b>	<b>0</b>	<b>57</b>	<b>2.3</b>	<b>22.4</b>	<b>32.2</b>	<b>11.6</b>	<b>10.6</b>	<b>7.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>22</b>	<b>74.5</b>	<b>16</b>	<b>483</b>																
	MAURITIUS																																					
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	1	28.6	57.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	7	100.0	2	12																
	GATWICK	BRITISH AIRWAYS PLC	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	76.9	9	13																
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	32	100.0	0	4																	
	GATWICK	TUI AIRWAYS 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	0.0	65	25.0	19	4																
	HEATHROW	AIR MAURITIUS LTD	S	A	14	0	0	50.0	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	92.3	44	13																	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										JUN 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)
		HEATHROW	AIR MAURITIUS LTD	S	D	14	0	0	0.0	0.0	57.1	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	21	13	
<b>TOTAL MAURITIUS</b>						<b>62</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>22.2</b>	<b>30.2</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>78.0</b>	<b>18</b>	<b>59</b>	
		MELBOURNE																						
		HEATHROW	QANTAS	S	A	30	0	0	43.3	23.3	23.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	5	80.0	15	30		
		HEATHROW	QANTAS	S	D	30	0	0	0.0	13.3	70.0	6.7	6.7	0.0	3.3	0.0	0.0	0.0	13	90.0	9	30		
<b>TOTAL MELBOURNE</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>18.3</b>	<b>46.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.0</b>	<b>12</b>	<b>60</b>		
		MEMMINGEN ALLGAU																						
		STANSTED	RYANAIR	S	A	21	0	0	0.0	14.3	28.6	33.3	23.8	0.0	0.0	0.0	0.0	0.0	19	85.7	12	21		
		STANSTED	RYANAIR	S	D	21	0	0	0.0	9.5	66.7	19.0	4.8	0.0	0.0	0.0	0.0	0.0	12	85.7	6	21		
<b>TOTAL MEMMINGEN ALLGAU</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.9</b>	<b>47.6</b>	<b>26.2</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>15</b>	<b>85.7</b>	<b>9</b>	<b>42</b>		
		MEXICO CITY																						
		HEATHROW	AEROMEXICO	S	A	30	0	0	46.7	26.7	20.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	5	93.3	2	30		
		HEATHROW	AEROMEXICO	S	D	30	0	0	3.3	70.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	40	30		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	26.7	10.0	36.7	13.3	13.3	0.0	0.0	0.0	0.0	0.0	12	80.0	10	30		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	26.7	60.0	6.7	3.3	3.3	0.0	0.0	0.0	0.0	10	70.0	16	30		
<b>TOTAL MEXICO CITY</b>						<b>120</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>33.3</b>	<b>35.8</b>	<b>5.8</b>	<b>4.2</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>85.0</b>	<b>17</b>	<b>120</b>		
		MIAMI INTERNATIONAL																						
		HEATHROW	AMERICAN AIRLINES	S	A	59	0	1	13.3	26.7	15.0	6.7	15.0	11.7	6.7	3.3	0.0	0.0	1.7	36	71.7	26	60	
		HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	0.0	48.3	46.7	3.3	1.7	0.0	0.0	0.0	0.0	0.0	4	83.3	8	60		
		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	11.7	41.7	15.0	11.7	8.3	8.3	3.3	0.0	0.0	0.0	18	71.7	26	60		
		HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	0.0	33.3	48.3	6.7	5.0	3.3	0.0	1.7	0.0	0.0	1.7	13	65.0	23	60	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	10.0	16.7	50.0	6.7	10.0	6.7	0.0	0.0	0.0	0.0	16	89.3	6	28		
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	36.7	56.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	28		
		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	37.5	41	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	66.7	29	9		
<b>TOTAL MIAMI INTERNATIONAL</b>						<b>298</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>35.3</b>	<b>35.7</b>	<b>7.0</b>	<b>7.0</b>	<b>5.3</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>73.5</b>	<b>20</b>	<b>313</b>	
		MIKONOS																						
		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	9	0.0	0	0		
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	0.0	8.5	19.1	19.1	27.7	17.0	4.3	2.1	2.1	0.0	0.0	52	44.7	30	47	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	47	0	0	0.0	4.3	55.3	21.3	10.6	6.4	0.0	0.0	2.1	0.0	0.0	26	59.6	20	47			
		HEATHROW		BRITISH AIRWAYS PLC		S	A	30	0	0	0.0	16.7	30.0	26.7	10.0	16.7	0.0	0.0	0.0	0.0	0.0	28	66.7	27	18			
		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0.0	13.3	70.0	10.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	13	94.4	6	18			
		LONDON CITY		BA CITYFLYER LTD		S	A	8	0	0	0.0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	50	12.5	59	8			
		LONDON CITY		BA CITYFLYER LTD		S	D	8	0	0	0.0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	50	0.0	56	8			
		LUTON		EASYJET AIRLINE COMPANY LTD		S	A	9	0	0	0.0	22.2	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	31	55.6	14	9			
		LUTON		EASYJET AIRLINE COMPANY LTD		S	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	20	77.8	13	9			
		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	3	1				
		MANCHESTER		BRITISH AIRWAYS PLC		S	A	5	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	48	40.0	62	5			
		MANCHESTER		BRITISH AIRWAYS PLC		S	D	5	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	51	20.0	61	5			
		MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	A	9	0	0	0.0	11.1	11.1	0.0	22.2	33.3	0.0	22.2	0.0	0.0	0.0	78	37.5	37	8			
		MANCHESTER		EASYJET AIRLINE COMPANY LTD		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	25	25.0	28	8			
		MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	4	0	0	50.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	58	77.8	24	9			
		MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	62	44.4	27	9			
<b>TOTAL MIKONOS MILAN (LINATE)</b>								<b>225</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>8.0</b>	<b>34.7</b>	<b>19.6</b>	<b>17.8</b>	<b>15.1</b>	<b>1.8</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>53.1</b>	<b>27</b>	<b>209</b>			
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	89	0	1	1.1	33.3	33.3	11.1	13.3	5.6	0.0	1.1	0.0	0.0	1.1	19	71.1	16	90			
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	89	0	1	0.0	21.1	48.9	13.3	7.8	5.6	2.2	0.0	0.0	0.0	1.1	17	51.1	26	90			
		HEATHROW		ALITALIA (CAI)		S	A	60	0	0	5.0	20.0	36.7	18.3	11.7	8.3	0.0	0.0	0.0	0.0	0.0	18	70.0	14	60			
		HEATHROW		ALITALIA (CAI)		S	D	60	0	0	0.0	35.0	40.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	11	60			
		HEATHROW		BRITISH AIRWAYS PLC		S	A	184	0	5	4.2	30.2	30.2	16.4	10.6	5.3	0.5	0.0	0.0	0.0	2.6	15	79.8	12	183			
		HEATHROW		BRITISH AIRWAYS PLC		S	D	185	0	4	0.0	40.2	44.4	9.0	2.6	1.1	0.5	0.0	0.0	0.0	2.1	7	85.8	8	183			
		LONDON CITY		ALITALIA (CAI)		S	A	149	0	3	13.8	41.4	18.4	15.1	7.2	2.0	0.0	0.0	0.0	0.0	2.0	9	97.7	1	128			
		LONDON CITY		ALITALIA (CAI)		S	D	150	0	3	0.0	28.1	40.5	14.4	11.1	3.3	0.7	0.0	0.0	0.0	2.0	14	85.9	7	128			
		LONDON CITY		BA CITYFLYER LTD		S	A	95	0	3	19.4	32.7	21.4	6.1	9.2	8.2	0.0	0.0	0.0	0.0	3.1	14	76.5	12	51			
		LONDON CITY		BA CITYFLYER LTD		S	D	95	0	2	0.0	19.6	39.2	13.4	12.4	10.3	2.1	1.0	0.0	0.0	2.1	27	40.4	35	52			
		STANSTED		BA CITYFLYER LTD		S	A	9	0	0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	9			

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

		Origin/Destinations: M																	JUN 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	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL MILAN (LINATE)</b>					<b>1174</b>	<b>0</b>	<b>22</b>	<b>4.3</b>	<b>31.8</b>	<b>34.6</b>	<b>13.1</b>	<b>9.0</b>	<b>4.5</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>14</b>	<b>78.3</b>	<b>12</b>	<b>1042</b>
MILAN (MALPENSA)																						
	BIRMINGHAM	FLYBE LTD	S	A	28	0	2	0.0	20.0	33.3	6.7	16.7	6.7	0.0	6.7	3.3	0.0	6.7	47	66.7	15	60
	BIRMINGHAM	FLYBE LTD	S	D	28	0	2	0.0	3.3	50.0	20.0	3.3	6.7	3.3	6.7	0.0	0.0	6.7	44	73.3	14	60
	BRISTOL	BMI REGIONAL	S	A	8	0	1	0.0	0.0	0.0	11.1	11.1	44.4	11.1	11.1	0.0	0.0	11.1	100	50.0	30	22
	BRISTOL	BMI REGIONAL	S	D	8	0	1	0.0	0.0	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	11.1	47	57.1	30	21
	CARDIFF WALES	AIR HORIZONT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
	CARDIFF WALES	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	60	1
	CARDIFF WALES	ALBA STAR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	CARDIFF WALES	ALBA STAR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	2
	CARDIFF WALES	ALITALIA (CAI)	C	A	0	0	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
	CARDIFF WALES	ALITALIA (CAI)	C	D	0	0	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	28	3
	CARDIFF WALES	ASTRA 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	20	1
	CARDIFF WALES	ASTRA 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	150	1
	CARDIFF WALES	BLUE PANORAMA	C	A	0	0	0	0.0	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
	CARDIFF WALES	BLUE PANORAMA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	101	2
	CARDIFF WALES	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1
	CARDIFF WALES	CSA CZECH 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
	CARDIFF WALES	CSA CZECH 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	75	1
	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	13	1
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	CARDIFF WALES	ERNEST 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	25	1
	CARDIFF WALES	ERNEST 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	173	1
	CARDIFF WALES	FLYBE LTD	S	A	12	0	1	0.0	7.7	30.8	23.1	23.1	7.7	0.0	0.0	0.0	0.0	7.7	29	41.2	25	17
	CARDIFF WALES	FLYBE LTD	S	D	12	0	1	0.0	0.0	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7	9	58.8	14	17
	CARDIFF WALES	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	8	1
	CARDIFF WALES	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	55	1
	CARDIFF WALES	PROAIR 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	79	0.0	0	0
	CARDIFF WALES	VUELING AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	3
	CARDIFF WALES	VUELING AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	3

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 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			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	47	0	1	4.2	18.8	27.1	16.7	20.8	6.3	2.1	2.1	0.0	0.0	2.1	28	70.8	15	48							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	47	0	1	0.0	2.1	20.8	27.1	22.9	18.8	2.1	4.2	0.0	0.0	2.1	45	54.2	22	47							
GLASGOW	BA CITYFLYER LTD	C	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	33.3	57	3							
GLASGOW	BA CITYFLYER LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	2							
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	38.5	15.4	7.7	7.7	23.1	0.0	0.0	0.0	0.0	0.0	23	76.9	21	13							
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	23.1	23.1	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	33	69.2	28	13							
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	0.0	23.1	30.8	15.4	23.1	7.7	0.0	0.0	0.0	0.0	44	0.0	0	0							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	0.0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	68	0.0	0	0							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	171	0	2	1.7	19.1	26.6	17.9	15.0	15.0	1.7	1.2	0.6	0.0	1.2	33	59.3	26	171							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	170	0	2	0.0	5.8	34.9	19.8	19.8	15.1	3.5	0.0	0.0	0.0	1.2	34	46.2	33	171							
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	7	0.0	0	0							
HEATHROW	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	1							
HEATHROW	BRITISH AIRWAYS PLC	S	A	102	0	0	4.9	26.5	31.4	22.5	7.8	4.9	2.0	0.0	0.0	0.0	0.0	17	81.1	12	95							
HEATHROW	BRITISH AIRWAYS PLC	S	D	102	0	0	0.0	28.4	48.0	11.8	9.8	2.0	0.0	0.0	0.0	0.0	0.0	11	86.2	8	94							
LONDON CITY	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	11	1							
LONDON CITY	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	36	1							
LUTON	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	3	1							
LUTON	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	1	3.5	14.0	36.8	15.8	14.0	10.5	3.5	0.0	0.0	0.0	1.8	27	63.8	24	58							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	0.0	0.0	44.6	21.4	14.3	12.5	5.4	1.8	0.0	0.0	0.0	34	61.0	34	59							
STANSTED	RYANAIR	S	A	61	0	0	0.0	9.8	18.0	21.3	16.4	19.7	11.5	1.6	1.6	0.0	0.0	61	68.3	24	60							
STANSTED	RYANAIR	S	D	60	0	0	0.0	0.0	1.7	20.0	36.7	31.7	10.0	0.0	0.0	0.0	0.0	64	68.3	20	60							
STANSTED	STOBART AIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0							
MANCHESTER	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	5	0.0	0	0							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	0.0	13.8	44.8	17.2	13.8	3.4	3.4	0.0	0.0	0.0	3.4	23	77.4	12	31							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	28	0	1	0.0	0.0	24.1	24.1	31.0	10.3	0.0	3.4	3.4	0.0	3.4	56	26.7	38	30							
MANCHESTER	FLYBE LTD	S	A	29	0	1	3.3	6.7	33.3	16.7	20.0	10.0	3.3	3.3	0.0	0.0	3.3	36	55.8	29	50							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017																	
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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													
TOTAL MILAN (MALPENSA)																																											
MINNEAPOLIS-ST PAUL																																											
HEATHROW		DELTA AIRLINES		S A		30		0		0		0		10.0		46.7		23.3		3.3		3.3		13.3		0.0		0.0		0.0		0.0		0.0		16		93.3		2		30	
HEATHROW		DELTA AIRLINES		S D		30		0		0		0		0.0		60.0		33.3		0.0		0.0		3.3		3.3		0.0		0.0		0.0		9		80.0		9		30			
TOTAL MINNEAPOLIS-ST PAUL						60		0		0		5.0		53.3		28.3		1.7		1.7		8.3		1.7		0.0		0.0		0.0		0.0		13		86.7		5		60			
MINSK INT'L																																											
GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		S A		17		0		0		0.0		52.9		35.3		11.8		0.0		0.0		0.0		0.0		0.0		0.0		5		47.1		15		17					
GATWICK		BELAVIA (BELARUSSIAN AIRLINES)		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		11		58.8		18		17					
MANCHESTER		BELAVIA (BELARUSSIAN AIRLINES)		S A		5		0		0		20.0		80.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		100.0		1		4					
MANCHESTER		BELAVIA (BELARUSSIAN AIRLINES)		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		5		75.0		5		4					
TOTAL MINSK INT'L						44		0		0		2.3		34.1		54.5		6.8		0.0		2.3		0.0		0.0		0.0		0.0		7		59.5		14		42					
MONTEGO BAY																																											
BIRMINGHAM		TUI AIRWAYS LTD		C A		8		0		0		37.5		25.0		12.5		25.0		0.0		0.0		0.0		0.0		0.0		6		75.0		11		4							
BIRMINGHAM		TUI AIRWAYS LTD		C D		7		0		0		0.0		14.3		42.9		42.9		0.0		0.0		0.0		0.0		0.0		10		50.0		26		4							
GLASGOW		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		1		50.0		77		2							
GATWICK		TUI AIRWAYS LTD		C A		14		0		0		7.1		21.4		28.6		28.6		7.1		0.0		0.0		7.1		0.0		32		75.0		10		12							
GATWICK		TUI AIRWAYS LTD		C D		13		0		0		0.0		0.0		76.9		15.4		0.0		0.0		0.0		7.7		0.0		34		61.5		11		13							
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		8		0		0		50.0		12.5		25.0		12.5		0.0		0.0		0.0		0.0		0.0		5		75.0		14		8							
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		8		0		0		0.0		0.0		12.5		37.5		37.5		12.5		0.0		0.0		0.0		34		11.1		31		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		33.3		15		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		26		1							
MANCHESTER		TUI AIRWAYS LTD		C A		8		0		0		12.5		12.5		50.0		0.0		25.0		0.0		0.0		0.0		0.0		13		100.0		4		9							
MANCHESTER		TUI AIRWAYS LTD		C D		9		0		0		0.0		0.0		11.1		88.9		0.0		0.0		0.0		0.0		0.0		21		50.0		19		8							
TOTAL MONTEGO BAY						76		0		0		11.8		10.5		35.5		30.3		7.9		1.3		0.0		2.6		0.0		0.0		21		60.3		17		73					
MONTPELLIER																																											
GATWICK		EASYJET AIRLINE COMPANY LTD		S A		49		0		7		1.8		17.9		26.8		17.9		14.3		8.9		0.0		0.0		0.0		12.5		23		59.6		23		56					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										JUN 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	EASYJET AIRLINE COMPANY LTD	S	D	49	0	7	0.0	14.3	51.8	10.7	8.9	1.8	0.0	0.0	0.0	0.0	12.5	13	67.9	19	56							
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	87.5	5	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	11	8							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	3	0	1	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	43	77.8	8	9							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	1	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	42	77.8	9	9							
<b>TOTAL MONTPELLIER</b>				<b>104</b>	<b>0</b>	<b>16</b>	<b>0.8</b>	<b>15.0</b>	<b>36.7</b>	<b>13.3</b>	<b>15.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>19</b>	<b>66.7</b>	<b>18</b>	<b>146</b>							
MONTREAL (DORVAL)																												
GATWICK	AIR TRANSAT	S	A	11	0	0	9.1	18.2	36.4	0.0	9.1	9.1	9.1	9.1	0.0	0.0	0.0	41	60.0	24	10							
GATWICK	AIR TRANSAT	S	D	11	0	0	0.0	36.4	45.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	50.0	44	10							
HEATHROW	AIR CANADA	S	A	30	0	0	0.0	16.7	43.3	23.3	3.3	13.3	0.0	0.0	0.0	0.0	0.0	20	73.3	9	30							
HEATHROW	AIR CANADA	S	D	30	0	0	0.0	13.3	66.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	11	30							
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	13.3	46.7	16.7	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	30	30							
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	16.7	50.0	23.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	86.7	6	30							
<b>TOTAL MONTREAL (DORVAL)</b>				<b>142</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>23.9</b>	<b>43.7</b>	<b>16.9</b>	<b>6.3</b>	<b>4.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.4</b>	<b>17</b>	<b>140</b>							
MOSCOW (DOMODEDOVO)																												
HEATHROW	AIR CANADA	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	156	0.0	0	0							
HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	1	42.5	40.2	9.2	3.4	2.3	0.0	0.0	0.0	1.1	0.0	1.1	18	88.9	22	90							
HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	0.0	35.2	52.3	8.0	1.1	2.3	0.0	1.1	0.0	0.0	0.0	9	90.0	5	90							
<b>TOTAL MOSCOW (DOMODEDOVO)</b>				<b>175</b>	<b>0</b>	<b>1</b>	<b>21.0</b>	<b>37.5</b>	<b>30.7</b>	<b>5.7</b>	<b>1.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>89.4</b>	<b>14</b>	<b>180</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	70.0	14	30							
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	63.3	19	30							
HEATHROW	AEROFLOT	S	A	142	0	0	28.9	33.1	31.0	4.2	0.7	1.4	0.7	0.0	0.0	0.0	0.0	5	66.1	12	115							
HEATHROW	AEROFLOT	S	D	142	0	0	0.0	33.1	52.1	10.6	1.4	2.1	0.7	0.0	0.0	0.0	0.0	9	79.1	10	110							
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	4	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 MOSCOW (SHEREMETYEVO)</b>				<b>284</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>33.1</b>	<b>41.5</b>	<b>7.4</b>	<b>1.1</b>	<b>1.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.4</b>	<b>12</b>	<b>287</b>							
MOSCOW (VNUKOVO)																												
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	0.0	69	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	4	1							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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			
LUTON	AVCON JET 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	100.0	10	1									
LUTON	GASPROMAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1									
LUTON	GASPROMAVIA	C	D	0	0	0	0.0	0.0	0.0	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	100.0	14	2									
LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
<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>0.0</b>	<b>0</b>	<b>75.0</b>	<b>18</b>	<b>8</b>									
MUMBAI																															
HEATHROW	AIR INDIA	S	A	30	0	0	26.7	20.0	20.0	10.0	20.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	17	63.3	23	30									
HEATHROW	AIR INDIA	S	D	30	0	0	0.0	6.7	56.7	13.3	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	21	33.3	35	30									
HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	51.7	30.0	6.7	3.3	3.3	3.3	0.0	0.0	1.7	0.0	0.0	28	78.3	8	60										
HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	13.3	60.0	15.0	6.7	3.3	1.7	0.0	0.0	0.0	0.0	15	86.7	8	60										
HEATHROW	JET AIRWAYS	S	A	90	0	0	44.4	26.7	15.6	6.7	2.2	1.1	3.3	0.0	0.0	0.0	0.0	10	56.7	19	60										
HEATHROW	JET AIRWAYS	S	D	90	0	0	0.0	30.0	36.7	15.6	11.1	4.4	1.1	1.1	0.0	0.0	0.0	19	88.3	5	60										
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	8	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 MUMBAI</b>				<b>360</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>23.6</b>	<b>30.6</b>	<b>10.6</b>	<b>8.1</b>	<b>2.8</b>	<b>1.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.9</b>	<b>14</b>	<b>302</b>										
MUNICH																															
BIRMINGHAM	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	152	1										
BIRMINGHAM	LUFTHANSA	S	A	77	0	1	0.0	29.5	48.7	15.4	2.6	2.6	0.0	0.0	0.0	0.0	1.3	10	79.3	11	82										
BIRMINGHAM	LUFTHANSA	S	D	76	0	2	0.0	12.8	66.7	9.0	3.8	5.1	0.0	0.0	0.0	0.0	2.6	13	86.6	8	82										
BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0										
BIRMINGHAM	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	2	100.0	0	1										
BIRMINGHAM	TRANSAVIA FRANCE	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	38	1										
BRISTOL	BMI REGIONAL	S	A	54	0	2	0.0	1.8	28.6	10.7	23.2	14.3	12.5	5.4	0.0	0.0	3.6	61	31.0	47	57										
BRISTOL	BMI REGIONAL	S	D	53	0	4	0.0	7.0	43.9	8.8	22.8	7.0	3.5	0.0	0.0	0.0	7.0	27	36.8	34	57										
BRISTOL	TRANSAVIA FRANCE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	91	1										
BRISTOL	TRANSAVIA FRANCE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1										
CARDIFF WALES	FLYBE LTD	S	A	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	47	84.6	8	13										
CARDIFF WALES	FLYBE 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	39	100.0	3	13										

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	28	0	2	0.0	3.3	10.0	16.7	36.7	26.7	0.0	0.0	0.0	0.0	6.7	44	30.0	32	30		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	28	0	2	0.0	6.7	13.3	30.0	33.3	10.0	0.0	0.0	0.0	0.0	6.7	32	36.7	26	30		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	8.0	40.0	28.0	16.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	3	26		
EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	0.0	20.0	32.0	24.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	20	69.2	12	26		
GLASGOW	LUFTHANSA	S	A	22	0	0	4.5	40.9	40.9	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4		
GLASGOW	LUFTHANSA	S	D	22	0	0	0.0	27.3	31.8	13.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	14	4		
JERSEY	LUFTHANSA	S	A	5	0	0	0.0	20.0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	72	100.0	0	4		
JERSEY	LUFTHANSA	S	D	5	0	0	0.0	0.0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	106	75.0	17	4		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	1	0.0	16.7	26.9	11.5	25.6	14.1	3.8	0.0	0.0	0.0	1.3	34	59.3	22	79		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	1	0.0	11.5	47.4	12.8	16.7	10.3	0.0	0.0	0.0	0.0	1.3	22	77.5	14	79		
HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	2	7.1	33.5	29.7	12.6	11.5	4.4	0.0	0.0	0.0	0.0	1.1	13	72.5	14	178		
HEATHROW	BRITISH AIRWAYS PLC	S	D	181	0	1	0.0	29.1	47.8	14.3	6.6	1.6	0.0	0.0	0.0	0.0	0.5	10	82.7	9	179		
HEATHROW	LUFTHANSA	S	A	218	0	8	3.5	27.4	36.7	16.8	10.2	1.8	0.0	0.0	0.0	0.0	3.5	12	63.5	16	230		
HEATHROW	LUFTHANSA	S	D	219	0	8	0.0	15.4	50.2	18.1	9.3	3.5	0.0	0.0	0.0	0.0	3.5	15	69.0	15	229		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	3	12.0	12.0	8.0	12.0	20.0	20.0	4.0	0.0	0.0	0.0	12.0	42	64.0	26	25		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	3	0.0	12.0	28.0	20.0	8.0	20.0	0.0	0.0	0.0	0.0	12.0	32	50.0	31	26		
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	11	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	17	1		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	13.3	16.7	16.7	23.3	26.7	3.3	0.0	0.0	0.0	0.0	44	60.0	24	30		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	23.3	33.3	13.3	10.0	20.0	0.0	0.0	0.0	0.0	0.0	26	80.0	13	30		
STANSTED	EUROWINGS LUFTVERKEHRS	S	A	23	0	2	0.0	0.0	20.0	36.0	16.0	20.0	0.0	0.0	0.0	0.0	8.0	35	84.6	5	24		
STANSTED	EUROWINGS LUFTVERKEHRS	S	D	23	0	2	0.0	0.0	28.0	24.0	16.0	24.0	0.0	0.0	0.0	0.0	8.0	38	61.5	13	24		
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	0	1		
STANSTED	TRANSVIA FRANCE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	0.0	18.2	9.1	22.7	40.9	9.1	0.0	0.0	0.0	0.0	0.0	32	36.4	34	22		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	4.5	36.4	18.2	36.4	4.5	0.0	0.0	0.0	0.0	0.0	27	54.5	32	22		
MANCHESTER	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	115	0.0	0	0		



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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
	MANCHESTER	LUFTHANSA	S	A	83	0	0	1.2	15.7	45.8	19.3	9.6	8.4	0.0	0.0	0.0	0.0	0.0	19	81.4	12	86	
	MANCHESTER	LUFTHANSA	S	D	84	0	0	0.0	14.3	57.1	16.7	6.0	6.0	0.0	0.0	0.0	0.0	0.0	15	83.7	11	86	
	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	34	0.0	37	1	
	MANCHESTER	TRANSAVIA FRANCE	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	100.0	0	1	
	MANCHESTER	Unknown	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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	49.0	35	49	
	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	55.1	37	49	
<b>TOTAL MUNICH</b>					<b>1759</b>	<b>0</b>	<b>44</b>	<b>1.6</b>	<b>19.7</b>	<b>39.2</b>	<b>15.7</b>	<b>13.1</b>	<b>7.2</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>68.1</b>	<b>18</b>	<b>1891</b>	
MURCIA SAN JAVIER																							
	BIRMINGHAM	RYANAIR	S	A	17	0	0	5.9	47.1	29.4	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	9	64.7	79	17	
	BIRMINGHAM	RYANAIR	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	12	82.4	12	17	
	BOURNEMOUTH	RYANAIR	S	A	16	0	0	0.0	25.0	56.3	6.3	0.0	6.3	0.0	6.3	0.0	0.0	0.0	24	94.1	2	17	
	BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	41.2	35.3	5.9	0.0	5.9	5.9	0.0	5.9	0.0	0.0	41	100.0	0	17	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	10.0	33.3	43.3	10.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	11	86.7	12	30	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	3.3	90.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	11	30	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	30	0	0	10.0	30.0	26.7	16.7	13.3	3.3	0.0	0.0	0.0	0.0	0.0	15	76.7	15	30	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	30	0	0	3.3	13.3	66.7	13.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	10	90.0	5	30	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	11.1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	6	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	77.8	11	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	7.7	61.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	13	
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	15.4	61.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	92.3	3	13	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	9	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	66.7	12	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	59	0	0	6.8	23.7	28.8	13.6	20.3	5.1	1.7	0.0	0.0	0.0	0.0	18	56.7	26	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	0.0	10.0	45.0	16.7	20.0	5.0	1.7	0.0	0.0	0.0	1.7	21	48.3	27	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	8	
	HEATHROW	BRITISH AIRWAYS PLC	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	87.5	8	8	
	LUTON	RYANAIR	S	A	31	0	0	32.3	32.3	12.9	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	12	96.7	3	30	
	LUTON	RYANAIR	S	D	30	0	0	0.0	6.7	46.7	20.0	20.0	3.3	3.3	0.0	0.0	0.0	0.0	26	66.7	16	30	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	35	0	4	5.1	20.5	23.1	7.7	15.4	17.9	0.0	0.0	0.0	0.0	10.3	29	74.4	11	39	
	STANSTED	RYANAIR	S	D	35	0	4	0.0	0.0	33.3	23.1	25.6	7.7	0.0	0.0	0.0	0.0	10.3	27	76.9	10	39	
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	19.0	33.3	23.8	4.8	9.5	4.8	4.8	0.0	0.0	0.0	0.0	16	83.3	6	18	
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	4.8	52.4	14.3	19.0	4.8	4.8	0.0	0.0	0.0	0.0	29	88.9	5	18	
	MANCHESTER	RYANAIR	S	A	26	0	0	3.8	11.5	42.3	11.5	19.2	7.7	3.8	0.0	0.0	0.0	0.0	26	73.1	14	26	
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	0.0	50.0	26.9	11.5	11.5	0.0	0.0	0.0	0.0	0.0	24	61.5	15	26	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	19	9	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	SOUTHEND	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	5	88.9	4	9	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>646</b>	<b>0</b>	<b>9</b>	<b>6.6</b>	<b>18.3</b>	<b>42.0</b>	<b>13.0</b>	<b>12.5</b>	<b>4.7</b>	<b>1.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>76.1</b>	<b>14</b>	<b>648</b>	
MUSCAT																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	4.5	18.2	13.6	18.2	31.8	9.1	0.0	4.5	0.0	0.0	0.0	37	100.0	1	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	13.6	45.5	27.3	4.5	4.5	4.5	0.0	0.0	0.0	0.0	24	100.0	1	19	
	HEATHROW	OMAN AIR	S	A	60	0	0	1.7	18.3	51.7	15.0	11.7	0.0	1.7	0.0	0.0	0.0	0.0	14	48.3	21	60	
	HEATHROW	OMAN AIR	S	D	59	0	0	0.0	15.3	35.6	18.6	18.6	11.9	0.0	0.0	0.0	0.0	0.0	24	88.3	6	60	
	MANCHESTER	OMAN AIR	S	A	30	0	0	26.7	33.3	36.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	40.0	23	30	
	MANCHESTER	OMAN AIR	S	D	30	0	0	3.3	23.3	33.3	13.3	20.0	3.3	0.0	3.3	0.0	0.0	0.0	23	70.0	13	30	
<b>TOTAL MUSCAT</b>					<b>223</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>19.7</b>	<b>38.6</b>	<b>15.7</b>	<b>14.3</b>	<b>4.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.2</b>	<b>13</b>	<b>218</b>	
MYTILINI																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	76	75.0	14	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	59	50.0	18	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	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	18	75.0	7	4	
	GATWICK	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	10	100.0	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MYTILINI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>36.7</b>	<b>13.3</b>	<b>26.7</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>31</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	

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

		Origin/Destinations: N																	JUN 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
NAIROBI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	3.3	56.7	26.7	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	93.3	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	20.0	46.7	13.3	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	80.0	15	30
	HEATHROW	KENYA AIRWAYS	S	A	30	0	0	23.3	36.7	30.0	0.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	12	93.3	9	30
	HEATHROW	KENYA AIRWAYS	S	D	30	0	0	0.0	23.3	43.3	10.0	13.3	3.3	6.7	0.0	0.0	0.0	0.0	23	80.0	16	30
<b>TOTAL NAIROBI</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.2</b>	<b>36.7</b>	<b>6.7</b>	<b>8.3</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.7</b>	<b>12</b>	<b>120</b>
NANTES																						
	BIRMINGHAM	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	0.0	19	1
	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	0.0	41.2	17.6	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	16	71.4	15	21
	BIRMINGHAM	FLYBE LTD	S	D	17	0	0	0.0	11.8	58.8	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	71.4	17	21
	BOURNEMOUTH	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	19	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	0.0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	31	77.8	17	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	0.0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	37	77.8	5	9
	EDINBURGH	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	24	0.0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	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	0	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	0	1
	GLASGOW	SUN AIR JETS	C	D	0	0	0	0.0	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
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	8	2
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	5.4	26.8	26.8	21.4	10.7	3.6	3.6	1.8	0.0	0.0	0.0	23	71.4	15	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	0.0	25.0	51.8	14.3	0.0	7.1	0.0	1.8	0.0	0.0	0.0	17	73.2	12	55
	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	75.0	8	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	75.0	9	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	17.6	35.3	5.9	5.9	5.9	11.8	11.8	0.0	0.0	0.0	5.9	34	88.2	4	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	16	0	1	0.0	11.8	41.2	11.8	11.8	5.9	11.8	0.0	0.0	0.0	5.9	33	88.2	7	17
	LUTON	ITALI AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	FLYBE LTD	S	A	12	0	0	0.0	0.0	33.3	16.7	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	53.8	21	13
	MANCHESTER	FLYBE LTD	S	D	12	0	0	0.0	16.7	58.3	0.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	18	92.3	10	13
	SOUTHAMPTON	FLYBE LTD	S	A	15	0	0	0.0	40.0	46.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	10	81.0	15	21
	SOUTHAMPTON	FLYBE LTD	S	D	15	0	0	0.0	33.3	53.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	11	21
<b>TOTAL NANTES</b>					<b>268</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>23.3</b>	<b>40.0</b>	<b>14.1</b>	<b>10.0</b>	<b>6.7</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>75.2</b>	<b>13</b>	<b>298</b>

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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							
NAPLES																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BELFAST INTERNATIONAL	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	
	BIRMINGHAM	JET2.COM LTD	S	A	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	21	0.0	0	0	
	BIRMINGHAM	JET2.COM 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	9	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	66.7	17	3	
	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	33.3	17	3	
	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	75.0	13	4	
	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	75.0	25	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	55.6	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	84	55.6	25	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	44.4	28	9	
	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	9	0.0	0	0	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	15	5	
	BOURNEMOUTH	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	9	80.0	4	5	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	15.4	38.5	23.1	0.0	7.7	15.4	0.0	0.0	0.0	0.0	34	76.9	10	13	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	46.2	23.1	0.0	15.4	7.7	0.0	0.0	0.0	0.0	29	76.9	13	13	
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	25.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	29	77.8	9	9	
	BRISTOL	TUI AIRWAYS LTD	C	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	55.6	16	9	
	DONCASTER SHEFFIELD	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	2	0.0	0	0	
	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	3	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	0.0	0	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	30.8	23.1	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	20	61.5	16	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	30.8	30.8	0.0	0.0	7.7	0.0	0.0	0.0	35	23.1	25	13	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	44.4	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	25	77.8	8	9	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	100.0	3	9	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	16.7	16.7	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	26	87.5	7	8						
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	25.0	33.3	8.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	8						
EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	22.2	11.1	0.0	44.4	22.2	0.0	0.0	0.0	0.0	0.0	40	75.0	39	4						
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	21	4						
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	12	1						
GLASGOW	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	32	20.0	29	5						
GLASGOW	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	1	100.0	3	5						
LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	0.0	25.0	50.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	35	50.0	19	4						
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	0.0	14	50.0	12	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	77.8	12	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	66.7	11	9						
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	80.0	5	10						
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	2	100.0	0	10						
GATWICK	BRITISH AIRWAYS PLC	S	A	81	0	0	6.2	28.4	32.1	14.8	14.8	2.5	0.0	1.2	0.0	0.0	0.0	17	64.5	15	76						
GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	0.0	18.5	58.0	12.3	8.6	2.5	0.0	0.0	0.0	0.0	0.0	12	76.6	10	76						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	1.7	18.6	28.8	20.3	18.6	8.5	1.7	0.0	0.0	0.0	1.7	25	61.7	21	60						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	0.0	15.3	44.1	10.2	18.6	8.5	1.7	0.0	0.0	0.0	1.7	23	66.7	19	60						
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	100.0	3	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	62.5	14	8						
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	14	0	0	0.0	14.3	14.3	14.3	50.0	0.0	0.0	7.1	0.0	0.0	0.0	38	20.0	38	5						
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	15	60.0	32	5						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	40.0	16	5						
GATWICK	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	8	100.0	5	5						
GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	22.2	44	9						
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	66.7	20	9						
LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	2.6	20.5	23.1	17.9	23.1	10.3	2.6	0.0	0.0	0.0	0.0	26	70.0	15	30						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	17.9	56.4	10.3	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	86.7	10	30						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													JUN 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)
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	77.8	9	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	77.8	13	9			
LUTON	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	4	50.0	17	4			
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	4			
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	58	0	2	0.0	15.0	20.0	21.7	20.0	15.0	1.7	1.7	1.7	0.0	3.3	43	71.4	17	56			
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	0.0	26.7	38.3	10.0	11.7	8.3	1.7	1.7	0.0	0.0	1.7	22	76.8	12	56			
STANSTED	JET2.COM LTD	S	A	12	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0			
STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	25.0	58.3	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	21	0.0	0	0			
STANSTED	RYANAIR	S	A	30	0	0	0.0	0.0	26.7	23.3	33.3	13.3	3.3	0.0	0.0	0.0	0.0	39	0.0	0	0			
STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	56.7	30.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
MANCHESTER	JET2.COM LTD	S	A	13	0	0	30.8	38.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	18	9			
MANCHESTER	JET2.COM 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	3	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	0.0	0	30.8	30	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	13	13			
MANCHESTER	RYANAIR	S	A	17	0	0	0.0	35.3	29.4	17.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	19	84.6	8	13			
MANCHESTER	RYANAIR	S	D	17	0	0	0.0	0.0	29.4	23.5	29.4	17.6	0.0	0.0	0.0	0.0	0.0	33	46.2	20	13			
MANCHESTER	THOMAS COOK AIRLINES 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	5	62.5	42	8			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	32	8			
MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	7.1	21.4	21.4	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	25	14			
MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	7.1	71.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	11	14			
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	13	9			
NEWCASTLE	TUI AIRWAYS 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	7	88.9	12	9			
DURHAM TEES VALLEY	AIR BUCHAREST	C	D	0	0	0	0.0	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			
DURHAM TEES VALLEY	CSA CZECH AIRLINES	S	A	0	0	0	0.0	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 NAPLES</b>				<b>963</b>	<b>0</b>	<b>5</b>	<b>1.7</b>	<b>19.7</b>	<b>39.7</b>	<b>15.7</b>	<b>14.5</b>	<b>6.1</b>	<b>1.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>70.1</b>	<b>15</b>	<b>878</b>			
NASHVILLE METROPOLITAN																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	14.3	9.5	28.6	19.0	23.8	0.0	4.8	0.0	0.0	0.0	0.0	23	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	31.8	40.9	9.1	13.6	0.0	0.0	4.5	0.0	0.0	0.0	19	0.0	0	0			
<b>TOTAL NASHVILLE METROPOLITAN</b>				<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>20.9</b>	<b>34.9</b>	<b>14.0</b>	<b>18.6</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</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>			
NEW ORLEANS																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	18.2	27.3	22.7	18.2	4.5	4.5	0.0	4.5	0.0	0.0	0.0	23	47.1	33	17			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													JUN 2017			
						NUMBER OF FLIGHTS																		
						MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	27.3	54.5	9.1	0.0	4.5	4.5	0.0	0.0	0.0	0.0	16	64.7	22	17		
<b>TOTAL NEW ORLEANS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>38.6</b>	<b>13.6</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>55.9</b>	<b>27</b>	<b>34</b>		
NEW YORK (JF KENNEDY)	EDINBURGH	AMERICAN AIRLINES	S	A	30	0	0	40.0	23.3	10.0	0.0	13.3	10.0	0.0	3.3	0.0	0.0	0.0	23	80.0	11	30		
	EDINBURGH	AMERICAN AIRLINES	S	D	30	0	0	6.7	70.0	6.7	3.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	12	86.7	7	30		
	EDINBURGH	DELTA AIRLINES	S	A	30	0	0	53.3	16.7	0.0	3.3	6.7	16.7	0.0	3.3	0.0	0.0	0.0	23	83.9	10	30		
	EDINBURGH	DELTA AIRLINES	S	D	30	0	1	3.2	51.6	6.5	3.2	9.7	12.9	0.0	9.7	0.0	0.0	3.2	38	77.4	17	30		
	GLASGOW	DELTA AIRLINES	S	A	30	0	0	46.7	16.7	13.3	6.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	13	83.3	8	30		
	GLASGOW	DELTA AIRLINES	S	D	30	0	0	0.0	73.3	10.0	6.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	10	83.3	8	30		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	4	13.3	26.7	16.7	10.0	6.7	13.3	0.0	0.0	0.0	0.0	13.3	19	73.3	14	29		
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	3	0.0	20.7	41.4	13.8	6.9	6.9	0.0	0.0	0.0	0.0	10.3	15	65.5	14	29		
	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	58.1	28	30		
	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	51.6	26	30		
	GATWICK	NORWEGIAN AIR UK 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	NORWEGIAN AIR UK LTD	S	A	52	0	0	25.0	19.2	11.5	13.5	17.3	9.6	1.9	1.9	0.0	0.0	0.0	25	0.0	0	0		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	51	0	3	0.0	20.4	42.6	20.4	3.7	1.9	0.0	3.7	1.9	0.0	5.6	31	0.0	0	0		
	HEATHROW	AMERICAN AIRLINES	S	A	120	0	0	23.3	31.7	17.5	13.3	9.2	5.0	0.0	0.0	0.0	0.0	0.0	12	75.0	17	120		
	HEATHROW	AMERICAN AIRLINES	S	D	120	0	0	0.0	54.2	36.7	4.2	3.3	1.7	0.0	0.0	0.0	0.0	0.0	6	90.0	7	120		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	0	0	25.3	32.5	23.2	9.3	5.1	4.2	0.4	0.0	0.0	0.0	0.0	9	79.1	11	225		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	237	0	0	0.0	14.8	59.9	13.1	5.9	3.0	3.0	0.4	0.0	0.0	0.0	17	79.4	13	228		
	HEATHROW	DELTA AIRLINES	S	A	60	0	0	13.3	25.0	20.0	10.0	16.7	15.0	0.0	0.0	0.0	0.0	0.0	22	67.4	15	89		
	HEATHROW	DELTA AIRLINES	S	D	60	0	0	0.0	61.7	30.0	3.3	0.0	0.0	1.7	3.3	0.0	0.0	0.0	13	90.8	7	87		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	180	0	0	23.3	31.1	17.8	11.7	9.4	5.6	0.6	0.6	0.0	0.0	0.0	15	76.3	12	139		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	180	0	0	0.0	46.7	43.9	7.2	1.7	0.6	0.0	0.0	0.0	0.0	0.0	5	90.0	8	140		
	LONDON CITY	BRITISH AIRWAYS PLC	S	A	20	0	5	8.0	44.0	24.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	20.0	4	88.0	5	25		
	LONDON CITY	BRITISH AIRWAYS PLC	S	D	20	0	4	0.0	66.7	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	16.7	1	92.3	7	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	60.0	32	30		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JUN 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	AMERICAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	16	30																
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	0.0	0	0.0	70	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	0.0	0	28.6	26	7																
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	29	0	1	13.3	26.7	23.3	16.7	6.7	10.0	0.0	0.0	0.0	0.0	3.3	17	74.2	11	30																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	29	0	1	0.0	3.3	56.7	16.7	13.3	3.3	0.0	0.0	3.3	0.0	3.3	32	64.5	24	30																	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	26.7	20.0	13.3	16.7	13.3	6.7	3.3	0.0	0.0	0.0	0.0	21	71.4	11	28																	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	33.3	56.7	3.3	0.0	3.3	3.3	0.0	0.0	0.0	0.0	12	92.9	5	28																	
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1687</b>	<b>0</b>	<b>23</b>	<b>12.5</b>	<b>33.3</b>	<b>30.2</b>	<b>9.6</b>	<b>6.5</b>	<b>4.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>78.8</b>	<b>12</b>	<b>1681</b>																	
NEW YORK (LA GUARDIA)																																						
LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1																	
<b>TOTAL NEW YORK (LA GUARDIA)</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>																
NEW YORK (NEWARK)																																						
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	18	0	0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	27.8	5.6	0.0	0.0	201	0.0	0	0																	
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	17	0	0	0.0	0.0	47.1	29.4	5.9	5.9	5.9	5.9	0.0	0.0	0.0	38	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	73.3	16	30																	
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	80.0	12	30																	
EDINBURGH	UNITED AIRLINES	S	A	30	0	0	50.0	13.3	6.7	10.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	22	56.7	32	60																	
EDINBURGH	UNITED AIRLINES	S	D	30	0	0	3.3	56.7	30.0	3.3	3.3	0.0	3.3	0.0	0.0	0.0	0.0	9	78.3	22	60																	
GLASGOW	ARKEFLY	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																	
GLASGOW	ARKEFLY	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	119	0.0	0	0																	
GLASGOW	UNITED AIRLINES	S	A	30	0	0	26.7	10.0	13.3	13.3	13.3	13.3	3.3	6.7	0.0	0.0	0.0	41	80.0	23	30																	
GLASGOW	UNITED AIRLINES	S	D	30	0	0	6.7	36.7	20.0	0.0	20.0	6.7	3.3	6.7	0.0	0.0	0.0	34	76.7	22	30																	
HEATHROW	AIR INDIA	S	A	13	0	0	30.8	23.1	15.4	15.4	0.0	0.0	7.7	7.7	0.0	0.0	0.0	33	100.0	2	13																	
HEATHROW	AIR INDIA	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	69.2	13	13																	
HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	1.7	32.2	33.9	16.9	8.5	1.7	1.7	3.4	0.0	0.0	0.0	19	65.0	21	60																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	0.0	32.2	45.8	13.6	5.1	3.4	0.0	0.0	0.0	0.0	0.0	9	80.0	12	60																	
HEATHROW	UNITED AIRLINES	S	A	149	0	1	15.3	21.3	30.7	10.0	10.0	6.0	4.0	2.0	0.0	0.0	0.7	25	68.4	21	177																	
HEATHROW	UNITED AIRLINES	S	D	149	0	2	0.7	56.3	30.5	5.3	4.0	0.7	0.7	0.7	0.0	0.0	1.3	8	91.5	10	177																	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	26.7	46.7	16.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	8	30																	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													JUN 2017			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	30	0	0	0.0	26.7	53.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	10	80.0	17	30		
STANSTED		PRIMERA AIR SCANDINAVIA		S	A	30	0	0	10.0	13.3	23.3	16.7	6.7	10.0	3.3	10.0	6.7	0.0	0.0	91	0.0	0	0	
STANSTED		PRIMERA AIR SCANDINAVIA		S	D	29	0	1	0.0	16.7	46.7	13.3	3.3	3.3	0.0	10.0	3.3	0.0	3.3	53	0.0	0	0	
MANCHESTER		UNITED AIRLINES		S	A	30	0	0	16.7	20.0	23.3	6.7	13.3	16.7	3.3	0.0	0.0	0.0	26	63.3	25	30		
MANCHESTER		UNITED AIRLINES		S	D	30	0	0	16.7	43.3	13.3	3.3	10.0	10.0	3.3	0.0	0.0	0.0	20	86.7	15	30		
<b>TOTAL NEW YORK (NEWARK)</b>						<b>778</b>	<b>0</b>	<b>4</b>	<b>9.7</b>	<b>31.3</b>	<b>29.5</b>	<b>9.6</b>	<b>8.3</b>	<b>5.2</b>	<b>2.3</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>27</b>	<b>76.7</b>	<b>17</b>	<b>860</b>	
NEWBURGH/USA																								
BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		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	3	0.0	0	0		
BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		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	34	0.0	0	0		
EDINBURGH		NORWEGIAN AIR INTERNATIONAL		S	A	16	0	1	35.3	23.5	0.0	17.6	11.8	0.0	5.9	0.0	0.0	5.9	18	73.3	26	15		
EDINBURGH		NORWEGIAN AIR INTERNATIONAL		S	D	16	0	1	0.0	5.9	64.7	5.9	11.8	0.0	5.9	0.0	0.0	5.9	22	25.0	47	16		
<b>TOTAL NEWBURGH/USA</b>						<b>50</b>	<b>0</b>	<b>2</b>	<b>23.1</b>	<b>13.5</b>	<b>34.6</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>19</b>	<b>48.4</b>	<b>36</b>	<b>31</b>	
NEWCASTLE																								
ABERDEEN		EASTERN AIRWAYS		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.2	9	41		
ABERDEEN		EASTERN AIRWAYS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	42		
ABERDEEN		FLYBE LTD		S	A	41	0	1	19.0	50.0	19.0	4.8	2.4	0.0	0.0	2.4	0.0	2.4	10	0.0	0	0		
ABERDEEN		FLYBE LTD		S	D	38	0	6	0.0	22.7	38.6	9.1	4.5	4.5	6.8	0.0	0.0	13.6	23	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	80.0	12	20		
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	A	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	D	11	0	0	9.1	45.5	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S	A	80	0	1	3.7	49.4	34.6	4.9	4.9	1.2	0.0	0.0	0.0	1.2	6	78.8	12	80		
BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S	D	80	0	1	0.0	13.6	67.9	9.9	4.9	1.2	1.2	0.0	0.0	1.2	12	70.0	20	80		
BIRMINGHAM		FLYBE LTD		S	A	5	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BIRMINGHAM		FLYBE 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	8	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	9	0.0	38	1		
BRISTOL		BMI REGIONAL		S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	113	1		
BRISTOL		EASYJET AIRLINE COMPANY LTD		S	A	59	0	1	3.3	41.7	15.0	13.3	15.0	6.7	1.7	1.7	0.0	0.0	1.7	22	62.5	15	48	
BRISTOL		EASYJET AIRLINE COMPANY LTD		S	D	59	0	1	0.0	13.3	40.0	13.3	21.7	6.7	1.7	1.7	0.0	0.0	1.7	26	58.3	16	48	
CARDIFF WALES		EASTERN AIRWAYS		S	A	37	0	2	20.5	17.9	15.4	15.4	7.7	15.4	2.6	0.0	0.0	5.1	28	86.0	11	43		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N												JUN 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)
CARDIFF WALES	EASTERN AIRWAYS	S	D	24	0	1	32.0	16.0	16.0	0.0	8.0	20.0	4.0	0.0	0.0	0.0	0.0	4.0	31	91.7	4	24
EAST MIDLANDS INTERNATIONAL	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	100.0	2	1
EAST MIDLANDS INTERNATIONAL	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	0.0	38	1
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	0.0	0	0.0	25	1
EXETER	FLYBE LTD	S	A	30	0	0	6.7	53.3	23.3	6.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	14	70.0	19	30
EXETER	FLYBE LTD	S	D	30	0	0	0.0	33.3	50.0	6.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	14	70.0	17	30
ISLE OF MAN	EASTERN AIRWAYS	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	0.0	35	0.0	0	0
ISLE OF MAN	EASTERN AIRWAYS	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	0.0	30	0.0	0	0
JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	17.6	58.8	17.6	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	2	14
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	5.9	41.2	35.3	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	13	92.9	4	14
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	0.0	66	1
HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	1	19.2	55.1	14.1	5.1	3.8	1.9	0.0	0.0	0.0	0.0	0.6	5	86.7	9	166	
HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	1	0.0	34.0	42.9	9.0	8.3	3.8	1.3	0.0	0.0	0.0	0.6	13	79.5	11	166	
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	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	0.0	55	0.0	0	0
MANCHESTER	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	1
SOUTHAMPTON	FLYBE LTD	S	A	75	0	1	3.9	46.1	28.9	7.9	6.6	5.3	0.0	0.0	0.0	0.0	1.3	11	85.2	8	108	
SOUTHAMPTON	FLYBE LTD	S	D	75	0	1	0.0	38.2	43.4	5.3	5.3	6.6	0.0	0.0	0.0	0.0	1.3	12	83.3	6	108	
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEWCASTLE</b>				<b>1016</b>	<b>0</b>	<b>18</b>	<b>7.3</b>	<b>37.1</b>	<b>33.3</b>	<b>7.6</b>	<b>7.2</b>	<b>4.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>79.7</b>	<b>11</b>	<b>1069</b>	
NEWQUAY																						
ABERDEEN	FLYBE 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	0.0	3	100.0	0	4
ABERDEEN	FLYBE 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	3	100.0	0	4
BELFAST CITY (GEORGE BEST)	FLYBE LTD	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	0.0	4	75.0	9	4
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	20	4
BIRMINGHAM	FLYBE LTD	S	A	31	0	0	0.0	16.1	45.2	19.4	9.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	26	84.8	7	33
BIRMINGHAM	FLYBE LTD	S	D	30	0	0	0.0	10.0	43.3	23.3	13.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	28	61.8	20	34
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	0.0	88	0.0	0	0

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BRISTOL	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	30	0.0	0	0
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	23.1	61.5	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	76.9	15	13
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	0	0.0	15.4	69.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	76.9	14	13
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	263	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	8	0	1	0.0	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	11.1	18	62.5	26	8
	EDINBURGH	FLYBE LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	33	8
	GLASGOW	FLYBE LTD	S	A	5	0	0	0.0	60.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	4
	GLASGOW	FLYBE LTD	S	D	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	LEEDS BRADFORD	FLYBE LTD	S	A	17	0	0	11.8	35.3	23.5	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	85.7	7	21
	LEEDS BRADFORD	FLYBE LTD	S	D	17	0	0	0.0	11.8	64.7	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	81.0	8	21
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	5	0	0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	4
	LIVERPOOL (JOHN LENNON)	FLYBE 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	100.0	0	4
	GATWICK	FLYBE LTD	S	A	77	0	0	6.5	48.1	28.6	10.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	13	78
	GATWICK	FLYBE LTD	S	D	77	0	0	0.0	18.2	59.7	16.9	5.2	0.0	0.0	0.0	0.0	0.0	0.0	10	57.7	21	78
	STANSTED	FLYBE LTD	S	A	13	0	0	7.7	23.1	30.8	15.4	15.4	0.0	0.0	7.7	0.0	0.0	0.0	29	60.0	18	29
	STANSTED	FLYBE LTD	S	D	12	0	1	0.0	7.7	38.5	23.1	15.4	0.0	0.0	7.7	0.0	0.0	7.7	39	53.3	20	29
	MANCHESTER	FLYBE LTD	S	A	56	0	0	0.0	3.6	39.3	17.9	32.1	3.6	3.6	0.0	0.0	0.0	0.0	30	86.7	6	60
	MANCHESTER	FLYBE LTD	S	D	56	0	0	0.0	1.8	28.6	25.0	33.9	7.1	3.6	0.0	0.0	0.0	0.0	33	73.3	15	60
	NEWCASTLE	FLYBE 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	6	100.0	0	4
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	6	4
<b>TOTAL NEWQUAY</b>					<b>491</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>22.9</b>	<b>39.4</b>	<b>16.2</b>	<b>13.6</b>	<b>3.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>73.4</b>	<b>14</b>	<b>525</b>
NICE																						
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	0.0	38.5	7.7	15.4	38.5	0.0	0.0	0.0	0.0	0.0	45	69.2	17	13
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	15.4	30.8	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	25	84.6	13	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	0.0	0	55.6	21	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	22.2	31	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	42	0	1	2.3	11.6	23.3	16.3	20.9	11.6	7.0	4.7	0.0	0.0	2.3	43	44.7	27	38
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	42	0	1	0.0	27.9	23.3	25.6	14.0	7.0	0.0	0.0	0.0	0.0	2.3	21	57.9	23	38
	DONCASTER SHEFFIELD	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	4.5	9.1	36.4	13.6	9.1	18.2	4.5	0.0	0.0	0.0	4.5	32	57.1	30	28

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: N										JUN 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	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	13.6	54.5	9.1	18.2	4.5	0.0	0.0	0.0	0.0	0.0	16	42.9	33	28							
LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	14.3	28.6	21.4	21.4	0.0	0.0	0.0	14.3	0.0	0.0	0.0	36	84.6	8	13							
LEEDS BRADFORD	JET2.COM LTD	S	D	14	0	0	7.1	28.6	57.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	13							
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	20.0	13.3	20.0	30.0	13.3	0.0	3.3	0.0	0.0	0.0	36	76.5	12	34							
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	40.0	46.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	94.1	4	34							
GATWICK	BRITISH AIRWAYS PLC	S	A	77	0	0	7.8	36.4	14.3	13.0	10.4	14.3	1.3	2.6	0.0	0.0	0.0	28	64.1	19	78							
GATWICK	BRITISH AIRWAYS PLC	S	D	77	0	0	0.0	20.8	48.1	14.3	9.1	5.2	0.0	2.6	0.0	0.0	0.0	20	65.4	16	78							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	154	0	6	6.3	19.4	20.6	13.8	14.4	15.0	5.6	0.6	0.6	0.0	3.8	35	57.3	20	157							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	154	0	4	0.0	10.8	52.5	13.9	10.8	8.2	0.6	0.6	0.0	0.0	2.5	21	68.8	17	157							
GATWICK	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1							
HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	1	8.2	31.3	22.1	14.4	13.9	8.7	0.5	0.5	0.0	0.0	0.5	20	76.3	19	207							
HEATHROW	BRITISH AIRWAYS PLC	S	D	207	0	1	0.0	15.9	51.9	17.8	10.1	3.4	0.5	0.0	0.0	0.0	0.5	15	81.3	11	208							
LONDON CITY	BA CITYFLYER LTD	S	A	33	0	0	0.0	15.2	39.4	15.2	9.1	12.1	9.1	0.0	0.0	0.0	0.0	33	65.7	16	35							
LONDON CITY	BA CITYFLYER LTD	S	D	34	0	0	0.0	14.7	38.2	20.6	8.8	11.8	5.9	0.0	0.0	0.0	0.0	31	54.3	17	35							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	68	0	1	1.4	18.8	10.1	15.9	17.4	26.1	7.2	1.4	0.0	0.0	1.4	47	44.1	35	68							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	68	0	1	0.0	2.9	47.8	15.9	15.9	10.1	5.8	0.0	0.0	0.0	1.4	31	58.0	29	69							
LUTON	ITALI AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2							
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	4							
STANSTED	BA CITYFLYER LTD	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	0.0	56	75.0	17	4							
STANSTED	BA CITYFLYER LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	47	100.0	2	4							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	2	0.0	13.3	23.3	23.3	10.0	16.7	0.0	6.7	0.0	0.0	6.7	44	61.5	31	26							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	2	0.0	20.0	43.3	13.3	10.0	0.0	0.0	6.7	0.0	0.0	6.7	29	65.4	26	26							
STANSTED	JET2.COM LTD	S	A	26	0	0	0.0	0.0	19.2	26.9	23.1	19.2	3.8	7.7	0.0	0.0	0.0	54	0.0	0	0							
STANSTED	JET2.COM LTD	S	D	26	0	0	0.0	19.2	61.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0							
STANSTED	RYANAIR	S	A	24	0	5	0.0	0.0	0.0	10.3	34.5	24.1	0.0	10.3	3.4	0.0	17.2	119	0.0	0	0							

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

		Origin/Destinations: N																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	D	24	0	5	0.0	0.0	13.8	10.3	27.6	17.2	3.4	10.3	0.0	0.0	17.2	71	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	11.1	0.0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	40	50.0	16	4
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	37	50.0	32	4
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	0.0	13.6	45.5	13.6	13.6	9.1	4.5	0.0	0.0	0.0	0.0	27	90.5	8	21
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	4.5	63.6	18.2	4.5	9.1	0.0	0.0	0.0	0.0	0.0	19	90.5	9	21
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	0.0	21.4	28.6	7.1	28.6	7.1	0.0	0.0	0.0	0.0	7.1	27	58.8	16	17
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	35.7	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	11	82.4	11	17
	SOUTHEND	BA CITYFLYER 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	68	0.0	0	0
<b>TOTAL NICE NIEDERRHEIN</b>					<b>1576</b>	<b>0</b>	<b>33</b>	<b>2.4</b>	<b>18.3</b>	<b>34.1</b>	<b>15.4</b>	<b>13.5</b>	<b>10.3</b>	<b>2.1</b>	<b>1.7</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>28</b>	<b>67.8</b>	<b>19</b>	<b>1514</b>
	EDINBURGH	RYANAIR	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	13	84.6	7	13
	EDINBURGH	RYANAIR	S	D	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	37	69.2	22	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	66.7	35	9
	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	66.7	15	9
	STANSTED	RYANAIR	S	A	13	0	0	0.0	15.4	23.1	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	0.0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL NIEDERRHEIN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>15.9</b>	<b>36.4</b>	<b>20.5</b>	<b>9.1</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.7</b>	<b>19</b>	<b>44</b>
<b>TOTAL NIMES</b>																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	4	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	LUTON	RYANAIR	S	A	13	0	0	0.0	15.4	30.8	7.7	38.5	7.7	0.0	0.0	0.0	0.0	0.0	25	92.3	5	13
	LUTON	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	0.0	20	92.3	4	13
	STANSTED	RYANAIR	S	A	17	0	0	0.0	0.0	47.1	17.6	23.5	11.8	0.0	0.0	0.0	0.0	0.0	30	82.4	10	17
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	52.9	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	17	82.4	7	17
<b>TOTAL NIMES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.3</b>	<b>45.0</b>	<b>21.7</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>89.9</b>	<b>5</b>	<b>79</b>
<b>TOTAL NORTHOLT</b>																						
	DONCASTER SHEFFIELD	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	11	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>33.3</b>	<b>11</b>	<b>1</b>
<b>TOTAL NORWICH</b>																						
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.5	18	44
	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	68.9	21	45

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N												JUN 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		
ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	13	60						
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	70.5	16	61						
ABERDEEN	FLYBE LTD	S	A	65	0	2	19.4	49.3	13.4	1.5	4.5	1.5	6.0	1.5	0.0	0.0	3.0	17	0.0	0	0						
ABERDEEN	FLYBE LTD	S	D	65	0	3	0.0	27.9	50.0	8.8	2.9	1.5	2.9	1.5	0.0	0.0	4.4	16	0.0	0	0						
EAST MIDLANDS INTERNATIONAL LTD	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						
EDINBURGH	LOGANAIR LTD	S	A	62	0	1	4.8	50.8	23.8	3.2	6.3	1.6	4.8	3.2	0.0	0.0	1.6	20	95.5	3	67						
EDINBURGH	LOGANAIR LTD	S	D	62	0	1	0.0	31.7	39.7	6.3	7.9	4.8	4.8	3.2	0.0	0.0	1.6	24	88.1	7	67						
EXETER	FLYBE LTD	S	A	17	0	0	0.0	47.1	23.5	5.9	23.5	0.0	0.0	0.0	0.0	0.0	0.0	12	38.9	33	18						
EXETER	FLYBE 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	9	50.0	24	18						
ISLE OF MAN	LOGANAIR LTD	S	A	3	0	1	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	34	0.0	0	0						
ISLE OF MAN	LOGANAIR LTD	S	D	3	0	1	0.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	72	0.0	0	0						
JERSEY	FLYBE 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	75.0	10	4						
JERSEY	FLYBE 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	9	0.0	35	4						
JERSEY	LOGANAIR LTD	S	A	22	0	0	13.6	50.0	13.6	4.5	4.5	4.5	0.0	9.1	0.0	0.0	0.0	27	100.0	4	17						
JERSEY	LOGANAIR LTD	S	D	22	0	0	0.0	54.5	22.7	4.5	4.5	4.5	0.0	9.1	0.0	0.0	0.0	27	94.1	6	17						
LEEDS BRADFORD	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
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	35	1						
MANCHESTER	LOGANAIR LTD	S	A	51	0	1	13.5	55.8	15.4	1.9	1.9	1.9	1.9	5.8	0.0	0.0	1.9	18	96.9	1	65						
MANCHESTER	LOGANAIR LTD	S	D	51	0	1	1.9	38.5	38.5	5.8	3.8	3.8	0.0	5.8	0.0	0.0	1.9	20	98.5	3	65						
NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2						
SOUTHAMPTON	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						
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	17	1						
<b>TOTAL NORWICH</b>				<b>450</b>	<b>0</b>	<b>11</b>	<b>5.9</b>	<b>41.0</b>	<b>30.6</b>	<b>5.2</b>	<b>6.1</b>	<b>2.4</b>	<b>3.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>83.5</b>	<b>11</b>	<b>559</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	57.7	21	24						
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	53.8	19	24						
EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	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	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1						
STANSTED	RYANAIR	S	A	52	0	0	0.0	34.6	7.7	7.7	17.3	19.2	13.5	0.0	0.0	0.0	0.0	44	90.4	7	52						
STANSTED	RYANAIR	S	D	51	0	0	0.0	0.0	17.6	21.6	27.5	21.6	11.8	0.0	0.0	0.0	0.0	56	78.8	14	52						
MANCHESTER	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	107	0.0	0	0						

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	FAI FLIGHT-AMBULANCE SERVICE	S	D	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0
	MANCHESTER	RYANAIR	S	A	22	0	0	18.2	31.8	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	30
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	4.5	45.5	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	19	83.3	11	30	
<b>TOTAL NUREMBERG</b>					<b>150</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>17.9</b>	<b>19.9</b>	<b>16.6</b>	<b>18.5</b>	<b>15.2</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>39</b>	<b>79.7</b>	<b>11</b>	<b>213</b>

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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				
OAKLAND																								
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	15.4	30.8	23.1	7.7	0.0	15.4	0.0	0.0	0.0	0.0	7.7	15	29.4	36	17		
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	1	0.0	30.8	30.8	0.0	15.4	15.4	0.0	0.0	0.0	0.0	7.7	29	76.5	17	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	52.4	24	21		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	22		
	GATWICK	NORWEGIAN AIR UK LTD	S	A	26	0	0	3.8	38.5	19.2	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	25	0.0	0	0		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	25	0	0	0.0	32.0	40.0	16.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL OAKLAND</b>					<b>75</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>33.8</b>	<b>28.6</b>	<b>11.7</b>	<b>5.2</b>	<b>9.1</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>22</b>	<b>51.9</b>	<b>26</b>	<b>77</b>		
OHRID																								
	LUTON	WIZZ AIR	S	A	8	0	0	0.0	0.0	12.5	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	62	55.6	51	9		
	LUTON	WIZZ AIR	S	D	8	0	0	0.0	0.0	12.5	0.0	50.0	37.5	0.0	0.0	0.0	0.0	0.0	52	33.3	53	9		
<b>TOTAL OHRID</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>18.8</b>	<b>25.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>44.4</b>	<b>52</b>	<b>18</b>		
OLBIA																								
	BRISTOL	BMI REGIONAL	C	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	80	0.0	0	0		
	BRISTOL	BMI REGIONAL	C	D	5	0	0	0.0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	60	0.0	0	0		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	0.0	15.4	23.1	46.2	7.7	7.7	0.0	0.0	0.0	0.0	47	54.5	29	11		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	23.1	15.4	38.5	15.4	0.0	7.7	0.0	0.0	0.0	0.0	31	54.5	29	11		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	1	0.0	13.5	16.2	24.3	16.2	18.9	8.1	0.0	0.0	0.0	2.7	44	52.8	28	36		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	2	0.0	18.4	44.7	21.1	7.9	0.0	2.6	0.0	0.0	0.0	5.3	15	69.4	15	36		
	GATWICK	MERIDIANA AIR	S	A	13	0	0	0.0	23.1	53.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	86.4	7	22		
	GATWICK	MERIDIANA AIR	S	D	13	0	0	0.0	7.7	61.5	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	45.5	21	22		
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	93	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	80	50.0	26	8		
	HEATHROW	BRITISH AIRWAYS PLC	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	87.5	5	8		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	0.0	19.0	28.6	14.3	23.8	4.8	9.5	0.0	0.0	0.0	0.0	30	81.3	14	16		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	33.3	38.1	19.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	11	93.8	5	16		
	LUTON	CAT 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	0	1		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	0.0	0.0	10.0	20.0	20.0	40.0	0.0	10.0	0.0	0.0	0.0	68	77.8	10	9		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	0.0	40.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	44	88.9	6	9		



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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	LUXAVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	7.7	15.4	23.1	15.4	23.1	0.0	15.4	0.0	0.0	0.0	75	37.5	59	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	15.4	46.2	15.4	7.7	0.0	15.4	0.0	0.0	0.0	73	37.5	59	8	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	95	0.0	0	0	
	MANCHESTER	FLYBE LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	93	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	81	50.0	30	4	
	MANCHESTER	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	1	75.0	25	4	
<b>TOTAL OLBIA</b>					<b>260</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>12.5</b>	<b>30.0</b>	<b>20.5</b>	<b>17.5</b>	<b>10.6</b>	<b>4.6</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>39</b>	<b>65.9</b>	<b>20</b>	<b>232</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	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	38.5	20	13	
	BIRMINGHAM	RYANAIR	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	0.0	46	75.0	15	8	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	64	50.0	22	8	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	0.0	23.1	23.1	0.0	15.4	23.1	0.0	7.7	0.0	0.0	7.7	49	61.5	23	13	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	15.4	38.5	7.7	15.4	15.4	0.0	0.0	0.0	0.0	7.7	24	53.8	28	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	10	8	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	12	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	30	77.8	17	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	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	77.8	20	9	
	GATWICK	AIR PORTUGAL	S	A	59	0	0	1.7	25.4	42.4	13.6	11.9	3.4	1.7	0.0	0.0	0.0	0.0	16	80.0	10	55	
	GATWICK	AIR PORTUGAL	S	D	59	0	0	0.0	15.3	45.8	15.3	16.9	5.1	1.7	0.0	0.0	0.0	0.0	21	73.2	11	55	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	12.0	20.0	40.0	20.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	11	73.1	25	26	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	32.0	36.0	12.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	14	73.1	24	26	
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	0.0	12.5	37.5	30.0	12.5	0.0	5.0	2.5	0.0	0.0	0.0	32	50.0	25	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	0.0	2.5	42.5	15.0	30.0	7.5	2.5	0.0	0.0	0.0	0.0	28	83.3	10	30	
	LONDON CITY	AIR PORTUGAL	S	A	23	0	2	0.0	12.0	44.0	28.0	4.0	4.0	0.0	0.0	0.0	0.0	8.0	13	0.0	0	0	
	LONDON CITY	AIR PORTUGAL	S	D	23	0	2	0.0	8.0	56.0	12.0	12.0	4.0	0.0	0.0	0.0	0.0	8.0	17	0.0	0	0	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	17	0	0	5.9	5.9	35.3	23.5	23.5	5.9	0.0	0.0	0.0	0.0	0.0	21	68.8	16	16	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	5.9	64.7	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	14	64.7	17	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	0.0	0	91.7	4	12	
	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	58.3	17	12	
	LUTON	PRIVILEGE STYLE	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0	
	STANSTED	RYANAIR	S	A	77	0	1	0.0	29.5	30.8	12.8	17.9	5.1	1.3	1.3	0.0	0.0	1.3	21	84.4	8	77	
	STANSTED	RYANAIR	S	D	77	0	1	0.0	0.0	9.0	24.4	37.2	25.6	2.6	0.0	0.0	0.0	1.3	48	70.1	17	77	
	STANSTED	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	53.8	23.1	0.0	0.0	15.4	0.0	7.7	0.0	0.0	0.0	31	46.2	62	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	46.2	23.1	0.0	15.4	7.7	7.7	0.0	0.0	0.0	53	38.5	44	13	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	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	18	14	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	15.4	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	MANCHESTER	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	0.0	11	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>612</b>	<b>0</b>	<b>9</b>	<b>1.0</b>	<b>15.9</b>	<b>36.2</b>	<b>17.1</b>	<b>17.2</b>	<b>8.1</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>26</b>	<b>71.5</b>	<b>17</b>	<b>589</b>	
ORLANDO																							
	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	0.0	77	1	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	118	1	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC 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	16	0.0	0	0	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	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	31	0.0	52	4	
	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	0	1	
	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	7	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	13	0	0	15.4	7.7	7.7	15.4	7.7	23.1	0.0	7.7	15.4	0.0	0.0	121	58.3	32	12	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	23.1	38.5	0.0	15.4	7.7	7.7	0.0	7.7	0.0	0.0	57	83.3	15	18	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	0.0	11.1	11.1	22.2	33.3	0.0	11.1	11.1	0.0	0.0	0.0	56	100.0	2	8	
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	7.7	69.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	83.3	8	12	
	GATWICK	BRITISH AIRWAYS PLC	S	A	55	0	0	10.9	10.9	20.0	12.7	25.5	12.7	5.5	1.8	0.0	0.0	0.0	36	81.6	9	49	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: O		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	25.5	43.6	9.1	18.2	3.6	0.0	0.0	0.0	0.0	0.0	0.0	15	77.6	12	49				
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	53.8	20	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	46.2	24	13					
GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	5.9	41.2	11.8	11.8	11.8	17.6	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0					
GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	5.6	38.9	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0					
GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	1	0.0	7.1	7.1	14.3	28.6	7.1	21.4	0.0	7.1	0.0	7.1	148	64.3	11	13					
GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	1	0.0	6.7	40.0	20.0	13.3	0.0	6.7	6.7	0.0	0.0	6.7	47	78.6	12	13					
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1					
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	48	0	0	4.2	8.3	22.9	25.0	20.8	16.7	2.1	0.0	0.0	0.0	0.0	33	76.9	15	52					
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	45	0	0	0.0	11.1	60.0	20.0	6.7	2.2	0.0	0.0	0.0	0.0	0.0	14	62.5	25	48					
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					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	40	0	0	10.0	15.0	17.5	10.0	25.0	17.5	5.0	0.0	0.0	0.0	0.0	38	58.1	67	31					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	39	0	0	0.0	5.1	51.3	12.8	10.3	15.4	5.1	0.0	0.0	0.0	0.0	33	76.7	31	30					
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	40	0	0	10.0	15.0	27.5	10.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	24	87.5	5	39					
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	39	0	0	0.0	25.6	56.4	2.6	12.8	2.6	0.0	0.0	0.0	0.0	0.0	12	70.3	14	37					
<b>TOTAL ORLANDO</b>				<b>481</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>14.3</b>	<b>35.2</b>	<b>13.5</b>	<b>18.0</b>	<b>9.9</b>	<b>2.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>33</b>	<b>72.4</b>	<b>20</b>	<b>447</b>					
ORLANDO EXECUTIVE	BELFAST CITY (GEORGE BEST)	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 ORLANDO EXECUTIVE</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>					
OSLO (GARDERMOEN)	ABERDEEN	BMI REGIONAL	S	A	15	0	0	0.0	60.0	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	8	61.9	22	21					
	ABERDEEN	BMI REGIONAL	S	D	17	0	0	0.0	41.2	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	5	76.2	17	21					
	ABERDEEN	SAS	S	A	17	0	1	0.0	44.4	44.4	0.0	5.6	0.0	0.0	0.0	0.0	5.6	6	66.7	11	15					
	ABERDEEN	SAS	S	D	17	0	1	0.0	33.3	50.0	5.6	5.6	0.0	0.0	0.0	0.0	5.6	5	80.0	6	15					
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	30	0	0	0.0	6.7	50.0	36.7	3.3	0.0	0.0	0.0	3.3	0.0	29	56.7	22	30					
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	30	0	0	0.0	43.3	43.3	3.3	0.0	0.0	0.0	6.7	3.3	0.0	49	70.0	14	30					
	EDINBURGH	SAS	S	A	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	6					
	EDINBURGH	SAS	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	10	6					

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

		Origin/Destinations: O																	JUN 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
								19.4	50.9	18.5	3.7	4.6	1.9	0.0	0.0	0.0	0.0	0.9	5	80.2	10	116
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	85	0	0	5.9	24.7	31.8	15.3	12.9	8.2	1.2	0.0	0.0	0.0	0.0	21	41.5	38	82
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	82	0	1	0.0	31.3	31.3	7.2	16.9	9.6	0.0	1.2	1.2	0.0	1.2	25	58.5	27	82
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	0.0	16.1	35.5	35.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	17	53.8	15	25
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	0.0	9.7	25.8	35.5	25.8	3.2	0.0	0.0	0.0	0.0	0.0	21	46.2	20	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	1	19.4	50.9	18.5	3.7	4.6	1.9	0.0	0.0	0.0	0.0	0.9	5	80.2	10	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	107	0	1	0.0	38.0	46.3	7.4	2.8	4.6	0.0	0.0	0.0	0.0	0.9	10	84.5	10	116
	HEATHROW	SAS	S	A	92	0	6	8.2	36.7	28.6	8.2	5.1	5.1	0.0	1.0	1.0	0.0	6.1	17	69.3	16	127
	HEATHROW	SAS	S	D	90	0	7	0.0	33.0	41.2	7.2	4.1	5.2	0.0	2.1	0.0	0.0	7.2	14	76.6	15	128
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	38	0	0	0.0	31.6	23.7	18.4	15.8	10.5	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	39	0	0	0.0	20.5	48.7	10.3	12.8	7.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	STANSTED	RYANAIR	S	A	81	0	0	1.2	14.8	28.4	16.0	21.0	11.1	4.9	1.2	1.2	0.0	0.0	38	79.1	15	86
	STANSTED	RYANAIR	S	D	81	0	0	0.0	6.2	21.0	24.7	34.6	9.9	3.7	0.0	0.0	0.0	0.0	35	80.2	12	86
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	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	9	28.6	26	7
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	42.9	33	7
	MANCHESTER	SAS	S	A	31	0	1	0.0	31.3	31.3	18.8	12.5	3.1	0.0	0.0	0.0	0.0	3.1	16	93.1	4	29
	MANCHESTER	SAS	S	D	31	0	1	0.0	25.0	37.5	15.6	15.6	3.1	0.0	0.0	0.0	0.0	3.1	16	87.1	5	30
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1082</b>	<b>0</b>	<b>20</b>	<b>3.2</b>	<b>30.0</b>	<b>33.4</b>	<b>13.1</b>	<b>11.3</b>	<b>5.4</b>	<b>0.7</b>	<b>0.6</b>	<b>0.5</b>	<b>0.0</b>	<b>1.8</b>	<b>19</b>	<b>71.4</b>	<b>16</b>	<b>1090</b>
OSTEND																						
	SOUTHAMPTON	SPRINTAIR	C	D	0	0	0	0.0	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 OSTEND</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	7.7	7.7	30.8	46.2	7.7	0.0	0.0	0.0	0.0	68	69.2	18	13
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	15.4	15.4	38.5	23.1	7.7	0.0	0.0	0.0	0.0	50	69.2	18	13
<b>TOTAL OSTRAVA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>11.5</b>	<b>34.6</b>	<b>34.6</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>69.2</b>	<b>18</b>	<b>26</b>
OTTAWA INTERNATIONAL																						
	GATWICK	WEST JET AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	6	30
	GATWICK	WEST JET AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	30
	HEATHROW	AIR CANADA	S	A	29	0	1	10.0	33.3	40.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	7	89.7	7	29
	HEATHROW	AIR CANADA	S	D	29	0	1	0.0	43.3	46.7	0.0	3.3	0.0	3.3	0.0	0.0	0.0	3.3	8	93.1	5	29
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>38.3</b>	<b>43.3</b>	<b>5.0</b>	<b>3.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>8</b>	<b>83.9</b>	<b>9</b>	<b>118</b>

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
OXFORD (KIDLINGTON)	BELFAST CITY (GEORGE BEST)	AIR SERVICE LIEGE	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 CITY (GEORGE BEST)	AIR SERVICE LIEGE	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
<b>TOTAL OXFORD (KIDLINGTON)</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>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	
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	25.0	18	4					
		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	100.0	7	4						
		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	81	0.0	0	0					
<b>TOTAL PADERBORN</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>81</b>	<b>62.5</b>	<b>13</b>	<b>8</b>					
PALANGA		GLASGOW	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	23	88.9	7	9					
		GLASGOW	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	19	66.7	13	9					
		LUTON	WIZZ AIR	S	A	17	0	0	5.9	35.3	29.4	5.9	5.9	17.6	0.0	0.0	0.0	0.0	18	76.5	8	17					
		LUTON	WIZZ AIR	S	D	17	0	0	0.0	23.5	52.9	0.0	5.9	17.6	0.0	0.0	0.0	0.0	18	64.7	13	17					
		STANSTED	RYANAIR	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	7	100.0	0	8					
		STANSTED	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	7	100.0	3	8					
<b>TOTAL PALANGA</b>						<b>69</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>33.3</b>	<b>39.1</b>	<b>2.9</b>	<b>10.1</b>	<b>11.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.4</b>	<b>8</b>	<b>68</b>					
PALERMO		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	0.0	33.3	19.0	14.3	19.0	9.5	0.0	4.8	0.0	0.0	32	66.7	13	21					
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	19.0	61.9	4.8	14.3	0.0	0.0	0.0	0.0	0.0	11	85.7	8	21					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	0.0	8.3	50.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	20	53.8	23	13					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	3	13					
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	46.2	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0					
		STANSTED	RYANAIR	S	A	31	0	1	0.0	3.1	6.3	9.4	34.4	34.4	3.1	6.3	0.0	0.0	3.1	63	73.3	15	30				
		STANSTED	RYANAIR	S	D	30	0	1	0.0	0.0	19.4	41.9	12.9	19.4	3.2	0.0	0.0	0.0	3.2	39	73.3	15	30				
		MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	32	0.0	0	0					
		MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0					
<b>TOTAL PALERMO</b>						<b>171</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>13.9</b>	<b>33.5</b>	<b>19.7</b>	<b>16.8</b>	<b>11.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>30</b>	<b>74.2</b>	<b>13</b>	<b>128</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	76.9	15	13					
		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	69.2	43	13					
		ABERDEEN	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	100.0	4	2					
		ABERDEEN	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	66.7	13	3					
		ABERDEEN	TUI AIRWAYS LTD	C	A	12	0	0	0.0	25.0	16.7	8.3	33.3	8.3	0.0	8.3	0.0	0.0	41	0.0	0	0					
		ABERDEEN	TUI AIRWAYS LTD	C	D	13	0	0	7.7	46.2	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0					

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	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	64.7	18	17		
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	52.9	23	17		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S A	45	0	0	0	2.2	22.2	31.1	15.6	13.3	8.9	2.2	2.2	2.2	0.0	0.0	54	83.7	10	43		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S D	45	0	0	0	0.0	6.7	37.8	20.0	15.6	11.1	4.4	4.4	0.0	0.0	0.0	42	72.1	14	43		
BELFAST INTERNATIONAL	JET2.COM LTD	S A	26	0	0	0	7.7	23.1	34.6	19.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	16	73.3	9	30		
BELFAST INTERNATIONAL	JET2.COM LTD	S D	26	0	0	0	0.0	11.5	80.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	6	30		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C A	8	0	0	0	12.5	12.5	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	7		
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C D	9	0	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	8		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C A	15	0	0	0	6.7	0.0	53.3	13.3	20.0	0.0	6.7	0.0	0.0	0.0	0.0	24	53.3	19	15		
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	16	0	0	0	0.0	0.0	81.3	0.0	12.5	0.0	6.3	0.0	0.0	0.0	0.0	22	87.5	6	16		
BIRMINGHAM	BRITISH AIRWAYS PLC	S A	10	0	0	0	20.0	30.0	0.0	40.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	33	75.0	16	4		
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	9	0	0	0	0.0	0.0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	56	75.0	16	4		
BIRMINGHAM	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	100.0	0	1		
BIRMINGHAM	JET2.COM LTD	S A	57	0	0	0	12.3	33.3	29.8	12.3	8.8	1.8	0.0	1.8	0.0	0.0	0.0	14	63.3	23	30		
BIRMINGHAM	JET2.COM LTD	S D	57	0	0	0	0.0	5.3	56.1	14.0	21.1	1.8	0.0	1.8	0.0	0.0	0.0	20	73.3	13	30		
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	61.1	22	36		
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	58.3	24	36		
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S A	26	0	0	0	0.0	34.6	30.8	7.7	11.5	7.7	0.0	7.7	0.0	0.0	0.0	33	0.0	0	0		
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S D	26	0	0	0	0.0	19.2	53.8	3.8	3.8	11.5	0.0	7.7	0.0	0.0	0.0	33	0.0	0	0		
BIRMINGHAM	RYANAIR	S A	30	0	0	0	13.3	20.0	30.0	10.0	16.7	6.7	3.3	0.0	0.0	0.0	0.0	24	83.3	7	30		
BIRMINGHAM	RYANAIR	S D	30	0	0	0	0.0	0.0	46.7	16.7	10.0	20.0	3.3	3.3	0.0	0.0	0.0	39	53.3	18	30		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	18	0	0	0	5.6	55.6	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	52.2	29	23		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	17	0	0	0	0.0	5.9	70.6	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	54.5	29	22		
BIRMINGHAM	TUI AIRWAYS LTD	C A	42	0	0	0	2.4	19.0	35.7	19.0	19.0	2.4	0.0	2.4	0.0	0.0	0.0	22	58.3	45	48		
BIRMINGHAM	TUI AIRWAYS LTD	C D	42	0	0	0	0.0	9.5	54.8	21.4	11.9	2.4	0.0	0.0	0.0	0.0	0.0	16	54.3	45	46		
BOURNEMOUTH	RYANAIR	S A	26	0	0	0	0.0	38.5	30.8	11.5	15.4	0.0	3.8	0.0	0.0	0.0	0.0	17	92.3	7	26		
BOURNEMOUTH	RYANAIR	S D	26	0	0	0	0.0	15.4	46.2	15.4	19.2	0.0	3.8	0.0	0.0	0.0	0.0	21	84.6	11	26		
BOURNEMOUTH	TUI AIRWAYS LTD	C A	17	0	0	0	0.0	17.6	47.1	5.9	17.6	5.9	5.9	0.0	0.0	0.0	0.0	28	52.9	16	17		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	17	0	0	0.0	17.6	64.7	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	16	100.0	3	17
	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	33.3	24	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	50.0	35	2	
	BRISTOL	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	69	100.0	5	4	
	BRISTOL	BRITISH AIRWAYS PLC	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	49	50.0	30	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	69	0	1	4.3	22.9	20.0	22.9	12.9	8.6	2.9	4.3	0.0	0.0	1.4	35	26.6	37	64
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	69	0	1	0.0	8.6	48.6	17.1	11.4	7.1	1.4	4.3	0.0	0.0	1.4	30	53.1	27	64
	BRISTOL	RYANAIR	S	A	39	0	0	5.1	35.9	20.5	10.3	17.9	10.3	0.0	0.0	0.0	0.0	21	71.1	21	38	
	BRISTOL	RYANAIR	S	D	39	0	0	0.0	7.7	51.3	15.4	17.9	7.7	0.0	0.0	0.0	0.0	21	63.2	16	38	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	23.1	15.4	7.7	30.8	15.4	0.0	0.0	0.0	0.0	29	91.7	5	12	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	30.8	38.5	0.0	15.4	15.4	0.0	0.0	0.0	0.0	18	75.0	7	12	
	BRISTOL	TUI AIRWAYS LTD	C	A	22	0	0	4.5	36.4	27.3	18.2	4.5	4.5	0.0	4.5	0.0	0.0	22	50.0	16	16	
	BRISTOL	TUI AIRWAYS LTD	C	D	23	0	0	0.0	26.1	52.2	8.7	4.3	8.7	0.0	0.0	0.0	0.0	12	62.5	13	16	
	CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	21	25.0	21	4	
	CARDIFF WALES	EUROWINGS LUFTVERKEHRS	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	28	25.0	30	4	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	13	0	0	7.7	15.4	23.1	46.2	7.7	0.0	0.0	0.0	0.0	0.0	14	66.7	31	12	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	29	12	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	23	0	0	8.7	21.7	47.8	17.4	4.3	0.0	0.0	0.0	0.0	0.0	9	71.4	13	21	
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	23	0	0	0.0	52.2	43.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	22	
	CARDIFF WALES	VUELING AIRLINES	S	A	16	0	0	6.3	43.8	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	13	83.3	15	18	
	CARDIFF WALES	VUELING AIRLINES	S	D	16	0	0	0.0	25.0	43.8	12.5	6.3	12.5	0.0	0.0	0.0	0.0	17	76.5	19	17	
	DONCASTER SHEFFIELD	ALBA STAR	C	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	DONCASTER SHEFFIELD	ALBA STAR	C	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	9	0	0	0.0	66.7	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	DONCASTER SHEFFIELD	FLYBE 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	1	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	60.0	14	5	
	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	80.0	7	5	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	13	0	0	7.7	30.8	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	11	84.6	6	26	



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUN 2017				
								More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	14	0	0	0.0	28.6	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	96.0	4	25
	EAST MIDLANDS INTERNATIONAL	AIR EUROPA	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	75	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	AIR EUROPA	C	D	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	77	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	53	0	0	17.0	43.4	32.1	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	12	52
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	52	0	0	0.0	50.0	44.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	11	52
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	60	0	0	10.0	28.3	21.7	11.7	15.0	13.3	0.0	0.0	0.0	0.0	0.0	23	76.7	12	60
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	60	0	0	0.0	11.7	68.3	13.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0	10	91.7	6	60
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	19	0	0	0.0	15.8	42.1	21.1	10.5	10.5	0.0	0.0	0.0	0.0	0.0	20	72.2	17	18
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	27.8	55.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	76.5	9	17
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	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	84.6	5	26
	EAST MIDLANDS INTERNATIONAL	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	4	92.0	4	25
	EAST MIDLANDS INTERNATIONAL	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	10	0.0	0	0
	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	75.0	14	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	25.0	27	4
	EDINBURGH	BA CITYFLYER LTD	C	A	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	71.4	8	7
	EDINBURGH	BA CITYFLYER LTD	C	D	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	29	87.5	9	8
	EDINBURGH	BA CITYFLYER LTD	S	A	5	0	0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	60.0	10	5
	EDINBURGH	BA CITYFLYER 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	23	100.0	10	5
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	8
	EDINBURGH	EASYJET AIRLINE COMPANY 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	12	75.0	14	8
	EDINBURGH	JET2.COM LTD	S	A	30	0	0	13.3	30.0	30.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	12	63.3	14	30
	EDINBURGH	JET2.COM LTD	S	D	30	0	0	0.0	30.0	53.3	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	10	30
	EDINBURGH	RYANAIR	S	A	34	0	0	11.8	20.6	29.4	23.5	8.8	5.9	0.0	0.0	0.0	0.0	0.0	16	26.7	30	30
	EDINBURGH	RYANAIR	S	D	34	0	0	0.0	26.5	44.1	17.6	8.8	2.9	0.0	0.0	0.0	0.0	0.0	14	73.3	13	30
	EDINBURGH	TUI AIRWAYS LTD	C	A	15	0	0	0.0	6.7	26.7	6.7	40.0	13.3	6.7	0.0	0.0	0.0	0.0	43	40.0	16	10
	EDINBURGH	TUI AIRWAYS LTD	C	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	29	100.0	6	11
	EXETER	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	60.0	23	5
	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	60.0	36	5

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	ALBA STAR	C A	4	0	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EXETER	ALBA STAR	C D	4	0	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
EXETER	FLYBE LTD	C A	4	0	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25	0.0	0	0			
EXETER	FLYBE LTD	C D	4	0	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
EXETER	FLYBE LTD	S A	13	0	0	0	0.0	0.0	30.8	30.8	15.4	15.4	0.0	7.7	0.0	0.0	52	37.5	32	8			
EXETER	FLYBE LTD	S D	13	0	0	0	0.0	23.1	46.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	13	62.5	15	8			
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	100.0	0	4			
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	100.0	2	4			
EXETER	TUI AIRWAYS LTD	C A	14	0	0	0	21.4	14.3	21.4	21.4	21.4	0.0	0.0	0.0	0.0	0.0	16	76.9	8	13			
EXETER	TUI AIRWAYS LTD	C D	14	0	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13			
GLASGOW	ALBA STAR	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	4			
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	42	4			
GLASGOW	BA CITYFLYER LTD	C A	10	0	0	0	10.0	30.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	16	66.7	15	12			
GLASGOW	BA CITYFLYER LTD	C D	10	0	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	58.3	15	12			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	0	0.0	20.0	50.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	31	69.2	16	13			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	10	0	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	15	13			
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	37.5	23	8			
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	25.0	29	8			
GLASGOW	JET2.COM LTD	S A	50	0	0	0	16.0	42.0	18.0	18.0	4.0	2.0	0.0	0.0	0.0	0.0	8	81.6	10	49			
GLASGOW	JET2.COM LTD	S D	50	0	0	0	0.0	26.0	56.0	8.0	10.0	0.0	0.0	0.0	0.0	0.0	8	83.7	7	49			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	15	0	0	0	0.0	33.3	20.0	40.0	0.0	6.7	0.0	0.0	0.0	0.0	15	47.8	15	23			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	17	0	0	0	0.0	47.1	29.4	11.8	0.0	11.8	0.0	0.0	0.0	0.0	15	96.0	4	25			
GLASGOW	TUI AIRWAYS LTD	C A	13	0	0	0	0.0	0.0	46.2	0.0	38.5	7.7	7.7	0.0	0.0	0.0	35	71.4	9	7			
GLASGOW	TUI AIRWAYS LTD	C D	13	0	0	0	0.0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	33	88.9	4	9			
ISLE OF MAN	BA CITYFLYER LTD	C A	2	0	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
ISLE OF MAN	BA CITYFLYER LTD	C D	3	0	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
JERSEY	AIR EUROPA	C A	4	0	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	69	0.0	0	0			
JERSEY	AIR EUROPA	C D	3	0	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	64	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	75.0	8	4			
JERSEY	VOLOTEA	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	15	4			
LEEDS BRADFORD	AIR EUROPA	C A	4	0	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	41	0.0	0	0			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	AIR EUROPA	C D	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0		
LEEDS BRADFORD	AIR ONE	C A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
LEEDS BRADFORD	AIR ONE	C D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	62	0	0	8.1	35.5	27.4	14.5	8.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	14	86.5	7	52		
LEEDS BRADFORD	JET2.COM LTD	S D	62	0	0	0.0	16.1	56.5	12.9	8.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	15	90.4	8	52		
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	10	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	61.5	16	13		
LEEDS BRADFORD	RYANAIR	S A	25	0	0	0.0	0.0	16.0	28.0	28.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	43	36.0	34	25		
LEEDS BRADFORD	RYANAIR	S D	25	0	0	0.0	0.0	64.0	16.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	20	25		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	17	0	0	0.0	17.6	35.3	17.6	11.8	11.8	0.0	5.9	0.0	0.0	0.0	0.0	35	71.4	9	20		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	17	0	0	0.0	11.8	70.6	5.9	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	21	95.2	4	21		
LIVERPOOL (JOHN LENNON)	AIR ONE	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	AIR ONE	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	0.0	6	0.0	0	0		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S D	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	60	0	0	10.0	48.3	15.0	3.3	10.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	20	74.6	14	59		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	60	0	0	0.0	50.0	25.0	10.0	6.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	88.3	7	60		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	30	0	0	10.0	20.0	36.7	23.3	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	90.0	8	30		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	30	0	0	0.0	16.7	53.3	3.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	18	86.7	10	30		
LIVERPOOL (JOHN LENNON)	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	62.5	16	8		
LIVERPOOL (JOHN LENNON)	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	8		
GATWICK	BRITISH AIRWAYS PLC	S A	30	0	0	3.3	33.3	16.7	23.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S D	31	0	0	0.0	16.1	61.3	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	139	0	0	2.9	18.0	20.1	24.5	18.0	9.4	5.8	0.7	0.7	0.0	0.0	0.0	36	50.7	27	137		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	0.0	5.7	22.9	22.1	33.6	7.9	4.3	3.6	0.0	0.0	0.0	42	52.2	27	137
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	62.5	19	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	67.2	13	64
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	21	0	0	9.5	38.1	23.8	14.3	4.8	9.5	0.0	0.0	0.0	0.0	0.0	15	87.5	8	8
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	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	87.5	9	8
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	27	0	0	3.7	14.8	37.0	22.2	18.5	0.0	3.7	0.0	0.0	0.0	0.0	22	48.1	25	26
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0.0	22.2	44.4	25.9	3.7	3.7	0.0	0.0	0.0	0.0	0.0	13	73.1	19	26
GATWICK	THOMAS COOK AIRLINES LTD	S	A	34	0	0	2.9	23.5	35.3	11.8	17.6	0.0	8.8	0.0	0.0	0.0	0.0	24	46.7	23	30
GATWICK	THOMAS COOK AIRLINES LTD	S	D	34	0	0	0.0	5.9	64.7	8.8	11.8	2.9	5.9	0.0	0.0	0.0	0.0	22	86.7	8	30
GATWICK	TUI AIRWAYS LTD	C	A	34	0	1	0.0	5.7	31.4	22.9	25.7	8.6	2.9	0.0	0.0	0.0	2.9	33	54.3	19	46
GATWICK	TUI AIRWAYS LTD	C	D	34	0	0	0.0	5.9	58.8	17.6	8.8	5.9	2.9	0.0	0.0	0.0	0.0	21	71.7	11	46
HEATHROW	BRITISH AIRWAYS PLC	S	A	55	0	0	1.8	16.4	43.6	27.3	5.5	3.6	1.8	0.0	0.0	0.0	0.0	17	79.4	11	34
HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	18.2	63.6	9.1	7.3	1.8	0.0	0.0	0.0	0.0	0.0	10	70.6	16	34
LONDON CITY	BA CITYFLYER LTD	S	A	33	0	0	3.0	9.1	27.3	30.3	18.2	6.1	3.0	3.0	0.0	0.0	0.0	33	71.1	15	38
LONDON CITY	BA CITYFLYER LTD	S	D	40	0	0	0.0	17.5	42.5	20.0	12.5	5.0	0.0	2.5	0.0	0.0	0.0	21	71.8	16	39
LUTON	AIR EUROPA	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	8	0.0	0	0
LUTON	AIR EUROPA	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	26	0.0	0	0
LUTON	AIR ONE	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	10	0.0	0	0
LUTON	AIR ONE	C	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	18	0.0	0	0
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	81	0	0	8.6	28.4	27.2	7.4	18.5	7.4	1.2	1.2	0.0	0.0	0.0	22	60.3	34	73
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	0.0	13.6	42.0	13.6	18.5	8.6	2.5	1.2	0.0	0.0	0.0	27	64.4	23	73
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	73.3	12	30
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	9	30
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	37	64.0	23	25
LUTON	TUI AIRWAYS LTD	C	D	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	25	80.0	17	25
STANSTED	BA CITYFLYER LTD	S	A	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	91	87.5	4	8
STANSTED	BA CITYFLYER LTD	S	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	94	62.5	14	8

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 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	EASYJET AIRLINE COMPANY LTD	S	A	37	0	2	0.0	17.9	10.3	23.1	15.4	17.9	7.7	2.6	0.0	0.0	5.1	44	57.9	26	38					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	38	0	1	0.0	12.8	30.8	7.7	23.1	15.4	2.6	5.1	0.0	0.0	2.6	41	68.4	21	38					
STANSTED	JET2.COM LTD	S	A	52	0	0	11.5	53.8	25.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	16	39					
STANSTED	JET2.COM LTD	S	D	52	0	0	0.0	21.2	44.2	7.7	11.5	9.6	1.9	3.8	0.0	0.0	0.0	28	94.9	4	39					
STANSTED	RYANAIR	S	A	73	0	0	0.0	0.0	6.8	12.3	43.8	31.5	2.7	0.0	2.7	0.0	0.0	64	30.0	28	60					
STANSTED	RYANAIR	S	D	73	0	0	0.0	0.0	45.2	16.4	24.7	6.8	6.8	0.0	0.0	0.0	0.0	32	83.3	10	60					
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	9	12					
STANSTED	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	8	83.3	7	12					
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	41	53.8	16	13					
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	41	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	6	4					
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	25.0	47	4					
MANCHESTER	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	100.0	0	1					
MANCHESTER	BRITISH AIRWAYS PLC	S	A	14	0	0	21.4	21.4	28.6	7.1	7.1	7.1	0.0	7.1	0.0	0.0	0.0	27	50.0	13	4					
MANCHESTER	BRITISH AIRWAYS PLC	S	D	8	0	1	0.0	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	11.1	14	50.0	21	4					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	6.7	26.7	16.7	16.7	6.7	20.0	6.7	0.0	0.0	0.0	0.0	31	53.3	26	30					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	0.0	3.1	50.0	15.6	9.4	21.9	0.0	0.0	0.0	0.0	0.0	30	63.3	22	30					
MANCHESTER	JET2.COM LTD	S	A	87	0	0	10.3	44.8	21.8	8.0	9.2	4.6	0.0	1.1	0.0	0.0	0.0	14	77.6	11	67					
MANCHESTER	JET2.COM LTD	S	D	87	0	0	0.0	9.2	56.3	18.4	11.5	3.4	0.0	1.1	0.0	0.0	0.0	17	77.6	12	67					
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	51.2	18	43					
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	81.4	11	43					
MANCHESTER	RYANAIR	S	A	72	0	0	2.8	22.2	27.8	9.7	18.1	15.3	1.4	2.8	0.0	0.0	0.0	34	53.3	43	60					
MANCHESTER	RYANAIR	S	D	72	0	0	0.0	2.8	54.2	16.7	13.9	11.1	0.0	1.4	0.0	0.0	0.0	24	61.7	16	60					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	27	0	0	0.0	33.3	18.5	14.8	18.5	7.4	7.4	0.0	0.0	0.0	0.0	31	59.1	24	22					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	26	0	0	0.0	15.4	42.3	23.1	7.7	7.7	3.8	0.0	0.0	0.0	0.0	24	81.0	22	21					
MANCHESTER	TUI AIRWAYS LTD	C	A	49	0	0	6.1	14.3	8.2	24.5	24.5	18.4	2.0	0.0	2.0	0.0	0.0	46	45.8	37	48					
MANCHESTER	TUI AIRWAYS LTD	C	D	50	0	0	0.0	2.0	56.0	12.0	16.0	12.0	2.0	0.0	0.0	0.0	0.0	27	67.3	14	49					
MANCHESTER	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
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	2	4					
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	75.0	9	4					

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	6.5	32.3	38.7	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.0	16	25	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	32.3	54.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	80.8	11	26	
	NEWCASTLE	JET2.COM LTD	S	A	52	0	0	28.8	26.9	30.8	7.7	1.9	3.8	0.0	0.0	0.0	0.0	0.0	6	78.8	10	52	
	NEWCASTLE	JET2.COM LTD	S	D	52	0	0	0.0	13.5	67.3	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	80.8	9	52	
	NEWCASTLE	RYANAIR	S	A	30	0	0	0.0	23.3	46.7	16.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	96.7	4	30	
	NEWCASTLE	RYANAIR	S	D	30	0	0	0.0	0.0	40.0	33.3	23.3	3.3	0.0	0.0	0.0	0.0	0.0	23	66.7	15	30	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	18	0	0	5.6	22.2	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	80.8	10	26	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	5.6	61.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	92.3	7	26	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	0.0	7.7	38.5	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	28	56.3	20	16	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	69.2	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	22	68.8	13	16	
	SOUTHAMPTON	FLYBE LTD	S	A	12	0	0	0.0	16.7	25.0	33.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	28	61.5	23	13	
	SOUTHAMPTON	FLYBE LTD	S	D	12	0	0	0.0	8.3	66.7	0.0	16.7	8.3	0.0	0.0	0.0	0.0	0.0	14	38.5	28	13	
	SOUTHAMPTON	VOLOTEA	S	A	9	0	0	11.1	11.1	11.1	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	30	68.8	16	16	
	SOUTHAMPTON	VOLOTEA	S	D	9	0	0	0.0	11.1	11.1	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	44	37.5	37	16	
	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	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	6.7	36.7	33.3	13.3	3.3	3.3	0.0	3.3	0.0	0.0	0.0	15	51.3	31	38	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	40.0	46.7	10.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	12	48.7	28	38	
	SOUTHEND	VOLOTEA	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	28	37.5	21	8	
	SOUTHEND	VOLOTEA	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	37.5	22	8	
<b>TOTAL PALMA DE MALLORCA</b>					<b>4610</b>	<b>0</b>	<b>7</b>	<b>3.5</b>	<b>20.8</b>	<b>37.8</b>	<b>15.0</b>	<b>13.0</b>	<b>6.9</b>	<b>1.6</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>23</b>	<b>68.4</b>	<b>17</b>	<b>4724</b>	
<b>PAPHOS</b>																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	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	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	15.4	38.5	23.1	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	33.3	36	9	
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	0.0	23.1	38.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	29	12.5	39	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	37.5	48	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	37.5	53	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	16	9	
	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	0.0	8	33.3	24	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	5.6	11.1	16.7	38.9	11.1	11.1	0.0	5.6	0.0	0.0	0.0	34	64.3	89	14	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C D	17	0	0	0.0	5.9	11.8	17.6	47.1	11.8	0.0	5.9	0.0	0.0	0.0	49	30.8	57	13			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	19	4			
BOURNEMOUTH	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	26	75.0	9	4			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	13	0	0	0.0	0.0	7.7	15.4	23.1	46.2	7.7	0.0	0.0	0.0	0.0	61	25.0	43	12			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	0.0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	54	25.0	36	12			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	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	87	0.0	0	0			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	0.0	40.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	86	0.0	0	0			
BRISTOL	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	53	75.0	10	8			
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	33.3	11.1	22.2	22.2	0.0	11.1	0.0	0.0	0.0	51	37.5	23	8			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	21	5			
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	9	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	9	8			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	37.5	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	1	8			
EAST MIDLANDS INTERNATIONAL	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	18	87.5	10	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	8	0	0	0.0	12.5	25.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	31	37.5	25	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	75.0	9	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	17	62.5	19	8			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	62.5	10	8			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	18	75.0	13	8			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	19	9			
EDINBURGH	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	13	75.0	13	8			
EDINBURGH	JET2.COM LTD	S A	8	0	0	25.0	12.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	50.0	26	4			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	37.5	0.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	75.0	27	4			
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	75.0	19	4			
EDINBURGH	TUI AIRWAYS LTD	C D	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	58	50.0	16	4			
EXETER	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	40	75.0	11	4			
EXETER	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	48	25.0	44	3			
GLASGOW	JET2.COM LTD	S A	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	32	33.3	21	9			
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	11.1	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	50.0	17	8			
GLASGOW	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	9	8			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	29	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	0	44.4	16.7	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	5	83.3	4	12		
	LEEDS BRADFORD	JET2.COM LTD	S	D	18	0	0	0.0	22.2	27.8	27.8	16.7	5.6	0.0	0.0	0.0	0.0	18	58.3	21	12		
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	3	0	1	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	14	80.0	10	5	
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	47	25.0	29	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	8.3	20.8	16.7	16.7	20.8	12.5	4.2	0.0	0.0	0.0	28	76.2	7	21		
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	8.3	54.2	29.2	4.2	0.0	4.2	0.0	0.0	0.0	19	66.7	13	21		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	0.0	6.7	36.7	15.0	23.3	13.3	5.0	0.0	0.0	0.0	34	56.7	21	60		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	0.0	1.7	51.7	21.7	13.3	10.0	1.7	0.0	0.0	0.0	24	46.7	21	60		
	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	75.0	12	8		
	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	75.0	10	8		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	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	11	0.0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	29	75.0	8	12		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	11.1	22.2	44.4	11.1	0.0	0.0	0.0	0.0	32	46.2	20	13		
	GATWICK	TUI AIRWAYS LTD	C	A	21	0	0	0.0	42.9	9.5	23.8	9.5	14.3	0.0	0.0	0.0	0.0	23	50.0	20	26		
	GATWICK	TUI AIRWAYS LTD	C	D	21	0	0	0.0	0.0	38.1	23.8	28.6	9.5	0.0	0.0	0.0	0.0	27	60.0	24	25		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	9.5	14.3	47.6	9.5	19.0	0.0	0.0	0.0	0.0	0.0	13	47.6	32	21		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	0.0	76.2	19.0	4.8	0.0	0.0	0.0	0.0	0.0	13	52.4	17	21		
	LUTON	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	0.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	35	41.7	28	12		
	LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	45	41.7	32	12		
	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	10	1		
	STANSTED	JET2.COM LTD	S	A	21	0	0	9.5	9.5	23.8	23.8	14.3	14.3	4.8	0.0	0.0	0.0	33	50.0	23	8		
	STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	9.1	36.4	31.8	13.6	9.1	0.0	0.0	0.0	0.0	26	62.5	18	8		
	STANSTED	RYANAIR	S	A	30	0	0	20.0	33.3	16.7	10.0	13.3	6.7	0.0	0.0	0.0	0.0	13	93.3	2	30		
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	0.0	30.0	36.7	23.3	6.7	3.3	0.0	0.0	62	63.3	19	30		
	STANSTED	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	0.0	25.0	25.0	37.5	0.0	0.0	0.0	0.0	47	100.0	5	8		
	STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	11.1	11.1	33.3	0.0	0.0	0.0	0.0	40	87.5	6	8		



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	10.0	10.0	20.0	23.3	6.7	23.3	3.3	3.3	0.0	0.0	0.0	38	53.1	22	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	0.0	33.3	23.3	23.3	13.3	3.3	3.3	0.0	0.0	0.0	41	48.4	24	30	
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	19.2	34.6	19.2	15.4	11.5	0.0	0.0	0.0	0.0	0.0	10	76.9	12	26		
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	0.0	15.4	34.6	30.8	15.4	3.8	0.0	0.0	0.0	0.0	18	88.0	14	25		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	0.0	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	30	58.3	39	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	33.3	11.1	22.2	22.2	0.0	11.1	0.0	0.0	59	63.6	11	11		
	MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	5.0	15.0	15.0	15.0	35.0	15.0	0.0	0.0	0.0	0.0	32	53.8	43	26		
	MANCHESTER	TUI AIRWAYS LTD	C	D	21	0	0	0.0	4.8	38.1	19.0	28.6	9.5	0.0	0.0	0.0	0.0	27	60.0	42	25		
	MANCHESTER	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	13	9		
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	18	50.0	16	8		
	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	2	4		
	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	75.0	10	4		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	25.0	0.0	50.0	12.5	0.0	0.0	0.0	0.0	31	55.6	11	9		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	52	75.0	15	8		
<b>TOTAL PAPHOS</b>					<b>948</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>11.8</b>	<b>28.5</b>	<b>20.7</b>	<b>19.9</b>	<b>11.2</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>29</b>	<b>59.4</b>	<b>22</b>	<b>945</b>	
PARDUBICE																							
	STANSTED	RYANAIR	S	A	13	0	0	0.0	0.0	23.1	30.8	15.4	30.8	0.0	0.0	0.0	0.0	46	0.0	0	0		
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	23.1	30.8	7.7	38.5	0.0	0.0	0.0	0.0	47	0.0	0	0		
<b>TOTAL PARDUBICE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>30.8</b>	<b>11.5</b>	<b>34.6</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>		
PARIS (CHARLES DE GAULLE)																							
	ABERDEEN	AIR FRANCE	S	A	58	0	1	10.2	32.2	35.6	10.2	6.8	1.7	1.7	0.0	0.0	1.7	11	84.5	6	58		
	ABERDEEN	AIR FRANCE	S	D	58	0	1	0.0	20.3	54.2	8.5	10.2	3.4	1.7	0.0	0.0	1.7	14	82.8	7	58		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	4.0	0.0	28.0	32.0	32.0	4.0	0.0	0.0	0.0	0.0	27	80.8	20	26		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	4.0	56.0	20.0	16.0	4.0	0.0	0.0	0.0	0.0	17	84.6	10	26		
	BIRMINGHAM	AIR FRANCE	S	A	82	0	0	0.0	24.4	46.3	18.3	8.5	2.4	0.0	0.0	0.0	0.0	12	77.9	9	86		
	BIRMINGHAM	AIR FRANCE	S	D	82	0	0	0.0	13.4	52.4	17.1	13.4	2.4	1.2	0.0	0.0	0.0	16	73.3	13	86		
	BIRMINGHAM	FLYBE LTD	S	A	85	0	0	3.5	34.1	38.8	8.2	10.6	3.5	0.0	0.0	1.2	0.0	23	93.0	3	86		
	BIRMINGHAM	FLYBE LTD	S	D	85	0	0	0.0	7.1	54.1	17.6	16.5	4.7	0.0	0.0	0.0	0.0	19	76.7	11	86		
	BRISTOL	BMI REGIONAL	S	A	58	0	0	13.8	46.6	13.8	8.6	10.3	1.7	3.4	1.7	0.0	0.0	17	32.1	59	50		
	BRISTOL	BMI REGIONAL	S	D	58	0	0	0.0	13.8	62.1	6.9	6.9	5.2	3.4	1.7	0.0	0.0	19	38.5	57	50		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	0.0	23.3	30.0	16.7	10.0	10.0	0.0	6.7	0.0	0.0	34	46.7	31	30		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	20.0	36.7	20.0	10.0	3.3	3.3	3.3	0.0	0.0	3.3	26	53.3	27	30	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	0.0	0	100.0	0	1		
CARDIFF WALES	FLYBE LTD	S A	43	0	0	0	0.0	14.0	44.2	18.6	18.6	0.0	4.7	0.0	0.0	0.0	0.0	21	63.3	17	30		
CARDIFF WALES	FLYBE LTD	S D	43	0	0	0	0.0	46.5	27.9	11.6	9.3	2.3	2.3	0.0	0.0	0.0	0.0	13	80.0	11	30		
DONCASTER SHEFFIELD	FLYBE LTD	S A	19	0	0	0	5.3	21.1	31.6	36.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11	76.7	10	30		
DONCASTER SHEFFIELD	FLYBE LTD	S D	19	0	0	0	0.0	31.6	52.6	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	7	93.3	4	30		
EAST MIDLANDS INTERNATIONAL	SIAVIA	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	50	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	SIAVIA	C D	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0		
EDINBURGH	AIR FRANCE	S A	89	0	1	3.3	36.7	37.8	11.1	8.9	1.1	0.0	0.0	0.0	0.0	0.0	1.1	9	83.9	7	85		
EDINBURGH	AIR FRANCE	S D	89	0	1	0.0	23.3	44.4	16.7	10.0	4.4	0.0	0.0	0.0	0.0	0.0	1.1	14	56.3	17	84		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	50	0	0	0.0	20.0	22.0	14.0	16.0	20.0	6.0	2.0	0.0	0.0	0.0	0.0	46	58.3	22	48		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	50	0	0	0.0	16.0	30.0	18.0	12.0	16.0	6.0	2.0	0.0	0.0	0.0	0.0	37	70.8	19	48		
EDINBURGH	TRADE AIR	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
EDINBURGH	TRADE 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	2	0.0	0	0		
EXETER	FLYBE LTD	S A	30	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	24	30		
EXETER	FLYBE LTD	S D	30	0	0	0.0	30.0	56.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	16	30		
GLASGOW	AIR FRANCE	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	30		
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	0	76.7	11	30		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	36	0	1	0.0	18.9	45.9	24.3	8.1	0.0	0.0	0.0	0.0	0.0	0.0	2.7	12	70.0	14	30		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	36	0	1	0.0	27.0	62.2	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	2.7	6	76.7	10	30		
ISLE OF MAN	SIAVIA	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
ISLE OF MAN	SIAVIA	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		
LEEDS BRADFORD	JET2.COM LTD	S A	17	0	0	0.0	47.1	35.3	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	12	18		
LEEDS BRADFORD	JET2.COM LTD	S D	17	0	0	0.0	41.2	41.2	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	13	18		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	28	0	1	0.0	24.1	20.7	17.2	27.6	3.4	0.0	3.4	0.0	0.0	0.0	3.4	28	66.7	15	24		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	27	0	1	0.0	32.1	25.0	14.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	17	75.0	7	24		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	85	0	1	4.7	39.5	22.1	15.1	11.6	3.5	1.2	1.2	0.0	0.0	0.0	1.2	18	53.5	31	86		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	84	0	1	0.0	11.8	49.4	20.0	11.8	5.9	0.0	0.0	0.0	0.0	0.0	1.2	18	46.5	27	86		
GATWICK	VUELING AIRLINES	S A	52	0	2	1.9	29.6	27.8	22.2	5.6	3.7	1.9	3.7	0.0	0.0	0.0	3.7	25	80.9	12	47		
GATWICK	VUELING AIRLINES	S D	52	0	2	0.0	14.8	46.3	9.3	16.7	3.7	1.9	3.7	0.0	0.0	0.0	3.7	27	74.5	17	47		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUN 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		
HEATHROW	AIR FRANCE	S	A	204	0	0	0	3.4	20.1	43.6	16.2	12.3	3.9	0.5	0.0	0.0	0.0	0.0	16	61.5	18	200						
HEATHROW	AIR FRANCE	S	D	204	0	0	0	0.0	40.7	42.6	8.3	5.9	2.5	0.0	0.0	0.0	0.0	0.0	9	84.4	8	199						
HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	1	12.7	50.2	24.9	7.0	1.9	2.3	0.5	0.0	0.0	0.0	0.5	6	87.3	7	189							
HEATHROW	BRITISH AIRWAYS PLC	S	D	212	0	1	0.0	25.8	53.1	12.7	7.0	0.9	0.0	0.0	0.0	0.0	0.5	9	80.4	10	189							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	2	1.1	33.3	24.1	11.5	11.5	14.9	0.0	1.1	0.0	0.0	2.3	25	70.9	12	86							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	1	0.0	19.8	50.0	8.1	8.1	11.6	1.2	0.0	0.0	0.0	1.2	20	67.1	17	85							
STANSTED	AIR FRANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1							
MANCHESTER	AIR FRANCE	S	A	90	0	0	0.0	32.2	48.9	6.7	8.9	3.3	0.0	0.0	0.0	0.0	0.0	11	74.4	10	90							
MANCHESTER	AIR FRANCE	S	D	90	0	0	0.0	23.3	54.4	10.0	10.0	2.2	0.0	0.0	0.0	0.0	0.0	11	87.8	6	90							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	5.1	17.9	35.9	10.3	17.9	10.3	0.0	2.6	0.0	0.0	0.0	27	43.6	36	39							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	12.8	59.0	15.4	5.1	5.1	0.0	2.6	0.0	0.0	0.0	20	51.3	28	39							
MANCHESTER	FLYBE LTD	S	A	111	0	0	2.7	15.3	39.6	18.9	9.0	12.6	0.9	0.0	0.9	0.0	0.0	26	63.4	19	112							
MANCHESTER	FLYBE LTD	S	D	111	0	0	0.0	6.3	55.9	18.0	13.5	4.5	1.8	0.0	0.0	0.0	0.0	19	66.1	21	112							
NEWCASTLE	AIR FRANCE	S	A	82	0	4	2.3	40.7	27.9	10.5	7.0	5.8	1.2	0.0	0.0	0.0	4.7	14	71.4	14	84							
NEWCASTLE	AIR FRANCE	S	D	82	0	4	0.0	9.3	52.3	14.0	12.8	5.8	1.2	0.0	0.0	0.0	4.7	19	69.0	21	84							
SOUTHAMPTON	FLYBE LTD	S	A	51	0	0	0.0	25.5	41.2	19.6	2.0	11.8	0.0	0.0	0.0	0.0	0.0	17	80.8	12	52							
SOUTHAMPTON	FLYBE LTD	S	D	51	0	0	0.0	43.1	39.2	7.8	5.9	3.9	0.0	0.0	0.0	0.0	0.0	9	88.5	10	52							
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	35.3	17.6	5.9	23.5	0.0	5.9	0.0	0.0	0.0	0.0	20	84.6	20	13							
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	52.9	23.5	0.0	17.6	5.9	0.0	0.0	0.0	0.0	0.0	12	84.6	14	13							
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>				<b>3359</b>	<b>0</b>	<b>29</b>	<b>2.1</b>	<b>26.5</b>	<b>41.5</b>	<b>13.2</b>	<b>9.9</b>	<b>4.6</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>72.3</b>	<b>15</b>	<b>3317</b>							
PARIS (LE BOURGET)																												
CARDIFF WALES	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	59	1							
EAST MIDLANDS INTERNATIONAL	TWIN JET FRANCE	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							
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	56	1							
LUTON	FLYING SERVICE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	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	11	2							
LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1							
<b>TOTAL PARIS (LE BOURGET)</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>24</b>	<b>6</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	22							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	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	72.7	12	22								
CARDIFF WALES	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	0	1									
EDINBURGH	TRANSAVIA FRANCE	S	A	17	0	0	11.8	47.1	23.5	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	14	70.6	10	17									
EDINBURGH	TRANSAVIA FRANCE	S	D	17	0	0	0.0	17.6	41.2	23.5	5.9	5.9	5.9	0.0	0.0	0.0	0.0	27	64.7	16	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	79.5	9	112									
HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	10	112									
LONDON CITY	BA CITYFLYER LTD	S	A	70	0	2	41.7	31.9	11.1	5.6	1.4	2.8	2.8	0.0	0.0	0.0	2.8	9	0.0	0	0									
LONDON CITY	BA CITYFLYER LTD	S	D	70	0	2	0.0	37.5	41.7	6.9	6.9	2.8	1.4	0.0	0.0	0.0	2.8	13	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	100.0	0	4									
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	75.0	14	4									
<b>TOTAL PARIS (ORLY)</b>				<b>174</b>	<b>0</b>	<b>4</b>	<b>18.0</b>	<b>34.3</b>	<b>27.5</b>	<b>8.4</b>	<b>3.9</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>80.1</b>	<b>9</b>	<b>311</b>									
PERPIGNAN																														
BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	47	62.5	20	8									
BIRMINGHAM	RYANAIR	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	40	62.5	18	8									
LEEDS BRADFORD	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
LEEDS BRADFORD	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1									
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0									
STANSTED	RYANAIR	S	A	21	0	0	0.0	23.8	19.0	19.0	14.3	19.0	0.0	4.8	0.0	0.0	0.0	47	70.6	14	17									
STANSTED	RYANAIR	S	D	21	0	0	0.0	4.8	76.2	4.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	16	64.7	18	17									
MANCHESTER	AERO4M	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									
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	100.0	10	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	100.0	0	1									
SOUTHAMPTON	FLYBE LTD	S	A	5	0	0	0.0	20.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	45	50.0	14	4									
SOUTHAMPTON	FLYBE 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	43	75.0	12	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	60.0	8	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	44.4	27	9									
<b>TOTAL PERPIGNAN</b>				<b>73</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.3</b>	<b>38.4</b>	<b>12.3</b>	<b>20.5</b>	<b>12.3</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>63.0</b>	<b>17</b>	<b>80</b>									
PERUGIA																														
STANSTED	RYANAIR	S	A	25	0	0	0.0	4.0	28.0	20.0	40.0	8.0	0.0	0.0	0.0	0.0	0.0	28	92.3	8	26									

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	25	0	0	0.0	0.0	52.0	40.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	16	96.2	6	26	
<b>TOTAL PERUGIA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.0</b>	<b>40.0</b>	<b>30.0</b>	<b>24.0</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>22</b>	<b>94.2</b>	<b>7</b>	<b>52</b>	
PESCARA																							
	STANSTED	RYANAIR	S	A	21	0	0	0.0	0.0	14.3	14.3	28.6	33.3	4.8	4.8	0.0	0.0	0.0	61	100.0	3	21	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	23.8	33.3	28.6	9.5	0.0	4.8	0.0	0.0	0.0	42	85.7	7	21	
<b>TOTAL PESCARA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>23.8</b>	<b>28.6</b>	<b>21.4</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>92.9</b>	<b>5</b>	<b>42</b>	
PHILADELPHIA INTERNATIONAL																							
	GLASGOW	AMERICAN AIRLINES	S	A	30	0	0	46.7	20.0	6.7	6.7	6.7	6.7	3.3	3.3	0.0	0.0	0.0	23	83.3	11	30	
	GLASGOW	AMERICAN AIRLINES	S	D	30	0	0	6.7	80.0	6.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	6	90.0	3	30	
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	21.7	16.7	8.3	10.0	23.3	11.7	3.3	5.0	0.0	0.0	0.0	40	70.0	14	60	
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	0.0	41.7	30.0	10.0	6.7	6.7	1.7	3.3	0.0	0.0	0.0	22	76.7	13	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	18.6	20.9	23.3	7.0	23.3	7.0	0.0	0.0	0.0	0.0	0.0	18	76.7	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	18.6	58.1	14.0	4.7	2.3	2.3	0.0	0.0	0.0	0.0	13	86.7	9	30	
	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	71.4	15	28	
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	28	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	3.3	20.0	26.7	6.7	20.0	20.0	3.3	0.0	0.0	0.0	0.0	34	90.0	5	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	3.3	36.7	16.7	13.3	6.7	23.3	0.0	0.0	0.0	0.0	0.0	25	80.0	9	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>326</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>30.4</b>	<b>23.0</b>	<b>9.2</b>	<b>12.3</b>	<b>9.2</b>	<b>2.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>80.3</b>	<b>10</b>	<b>356</b>	
PHOENIX																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	16.3	30.2	30.2	7.0	11.6	4.7	0.0	0.0	0.0	0.0	0.0	13	76.7	15	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	7.0	60.5	16.3	7.0	4.7	4.7	0.0	0.0	0.0	0.0	19	52.4	23	42	
<b>TOTAL PHOENIX</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>18.6</b>	<b>45.3</b>	<b>11.6</b>	<b>9.3</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>64.7</b>	<b>19</b>	<b>85</b>	
PISA																							
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	12.5	12.5	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	0.0	6.7	26.7	20.0	16.7	23.3	3.3	0.0	0.0	0.0	3.3	38	40.0	31	25	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	6.7	43.3	13.3	20.0	10.0	3.3	0.0	0.0	0.0	3.3	30	52.0	20	25	
	CARDIFF WALES	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	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	100.0	3	4	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	13	100.0	3	4	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	62.5	20	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	87.5	6	8	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	30.8	15.4	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	20	61.5	16	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	30.8	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	21	69.2	23	13	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	44	100.0	5	8	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	3	8	
	LEEDS BRADFORD	RYANAIR	S	A	12	0	1	7.7	7.7	23.1	15.4	15.4	7.7	0.0	15.4	0.0	0.0	7.7	61	69.2	16	13	
	LEEDS BRADFORD	RYANAIR	S	D	12	0	1	0.0	0.0	15.4	15.4	23.1	23.1	0.0	15.4	0.0	0.0	7.7	89	61.5	25	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	1	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	31	100.0	1	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	1	4.2	20.8	37.5	8.3	14.6	8.3	2.1	2.1	0.0	0.0	2.1	29	76.3	10	38	
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	1	0.0	20.8	54.2	14.6	4.2	4.2	0.0	0.0	0.0	0.0	2.1	12	76.3	10	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	0.0	11.3	24.2	12.9	17.7	22.6	4.8	4.8	0.0	0.0	1.6	50	54.1	24	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	1	0.0	14.8	47.5	8.2	16.4	6.6	3.3	1.6	0.0	0.0	1.6	27	60.7	17	61	
	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	151	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	1	6.3	18.8	29.2	12.5	14.6	14.6	2.1	0.0	0.0	0.0	2.1	25	78.9	11	38	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	1	0.0	18.8	64.6	6.3	6.3	2.1	0.0	0.0	0.0	0.0	2.1	9	89.5	7	38	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	2	0.0	5.0	20.0	22.5	15.0	25.0	5.0	2.5	0.0	0.0	5.0	44	54.3	35	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	2	0.0	10.0	47.5	15.0	20.0	2.5	0.0	0.0	0.0	0.0	5.0	18	71.4	17	35	
	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	14	1	
	LUTON	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	65	1	
	STANSTED	RYANAIR	S	A	87	0	2	4.5	36.0	24.7	15.7	10.1	3.4	1.1	1.1	1.1	0.0	2.2	22	88.8	11	98	
	STANSTED	RYANAIR	S	D	88	0	2	0.0	0.0	23.3	26.7	25.6	17.8	4.4	0.0	0.0	0.0	2.2	43	66.3	16	98	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	7.7	46.2	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	21	30.8	47	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	46.2	40	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: P										JUN 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	JET2.COM LTD	S	A	22	0	0	4.5	18.2	27.3	13.6	13.6	13.6	4.5	4.5	0.0	0.0	0.0	38	63.6	24	22							
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	13.6	50.0	18.2	4.5	13.6	0.0	0.0	0.0	0.0	0.0	20	86.4	7	22							
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	9	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	17	62.5	16	8							
<b>TOTAL PISA</b>				<b>834</b>	<b>0</b>	<b>18</b>	<b>1.9</b>	<b>15.0</b>	<b>34.4</b>	<b>16.4</b>	<b>15.8</b>	<b>10.7</b>	<b>2.1</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>29</b>	<b>70.1</b>	<b>17</b>	<b>790</b>							
PLOVDIV																												
STANSTED	RYANAIR	S	A	13	0	0	0.0	7.7	15.4	23.1	38.5	15.4	0.0	0.0	0.0	0.0	0.0	34	84.6	4	12							
STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	24	84.6	8	12							
<b>TOTAL PLOVDIV</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>23.1</b>	<b>30.8</b>	<b>34.6</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>29</b>	<b>84.6</b>	<b>6</b>	<b>24</b>							
PODGORICA																												
BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0							
BIRMINGHAM	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	14	0.0	0	0							
GATWICK	TUI AIRWAYS LTD	C	A	6	0	0	0.0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0							
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	0.0	19	0.0	0	0							
STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	12.5	0.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	67	75.0	12	8							
STANSTED	RYANAIR	S	D	8	0	0	0.0	0.0	37.5	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	41	87.5	8	8							
MANCHESTER	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	16	0.0	0	0							
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	10	0.0	0	0							
<b>TOTAL PODGORICA</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.8</b>	<b>34.1</b>	<b>25.0</b>	<b>13.6</b>	<b>15.9</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>81.3</b>	<b>10</b>	<b>16</b>							
POITIERS																												
STANSTED	RYANAIR	S	A	23	0	0	4.3	17.4	26.1	13.0	26.1	8.7	4.3	0.0	0.0	0.0	0.0	29	78.3	11	23							
STANSTED	RYANAIR	S	D	23	0	0	0.0	4.3	34.8	30.4	17.4	8.7	4.3	0.0	0.0	0.0	0.0	30	69.6	11	23							
<b>TOTAL POITIERS</b>				<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.9</b>	<b>30.4</b>	<b>21.7</b>	<b>21.7</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>73.9</b>	<b>11</b>	<b>46</b>							
PORT OF SPAIN																												
GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	36.4	27.3	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	8	81.0	8	21							
GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	23.8	52.4	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	23	22							
<b>TOTAL PORT OF SPAIN</b>				<b>43</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>30.2</b>	<b>39.5</b>	<b>11.6</b>	<b>4.7</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>74.4</b>	<b>16</b>	<b>43</b>							
PORTLAND (OREGON)																												
HEATHROW	DELTA AIRLINES	S	A	17	0	0	35.3	17.6	29.4	5.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	17	100.0	3	17							
HEATHROW	DELTA AIRLINES	S	D	18	0	0	0.0	61.1	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	5	17							
<b>TOTAL PORTLAND (OREGON)</b>				<b>35</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>40.0</b>	<b>31.4</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>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.1</b>	<b>4</b>	<b>34</b>							
PORTO SANTO																												
BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	253	25.0	101	4							
BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	25	4							
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0							
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							





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

		Origin/Destinations: P																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	4.0	48.0	24.0	4.0	8.0	4.0	0.0	8.0	0.0	0.0	0.0	29	100.0	3	25
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	52.0	36.0	0.0	0.0	4.0	0.0	8.0	0.0	0.0	0.0	23	96.0	2	25
	EDINBURGH	RYANAIR	S	A	17	0	0	0.0	0.0	17.6	23.5	35.3	23.5	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	17.6	58.8	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	GLASGOW	JET2.COM LTD	S	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	12	77.8	9	9
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	33	9
	LEEDS BRADFORD	JET2.COM 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	4	88.9	9	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	5.9	23.5	23.5	29.4	17.6	0.0	0.0	0.0	0.0	0.0	33	76.5	9	17
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	0.0	23.5	23.5	29.4	17.6	5.9	0.0	0.0	0.0	0.0	45	58.8	14	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	1.8	16.1	16.1	25.0	17.9	16.1	5.4	1.8	0.0	0.0	0.0	39	51.8	30	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	0.0	9.1	49.1	21.8	12.7	5.5	1.8	0.0	0.0	0.0	0.0	21	55.4	24	55
	GATWICK	SMARTWINGS	S	A	17	0	0	0.0	5.9	17.6	23.5	35.3	17.6	0.0	0.0	0.0	0.0	0.0	38	53.1	24	32
	GATWICK	SMARTWINGS	S	D	17	0	0	0.0	11.8	0.0	29.4	23.5	29.4	5.9	0.0	0.0	0.0	0.0	49	50.0	29	32
	HEATHROW	BRITISH AIRWAYS PLC	S	A	141	0	0	14.9	39.0	22.7	12.1	7.8	3.5	0.0	0.0	0.0	0.0	0.0	10	81.7	20	142
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	0	0.0	24.8	58.9	7.8	4.3	4.3	0.0	0.0	0.0	0.0	0.0	10	83.1	12	142
	LONDON CITY	BA CITYFLYER LTD	S	A	25	0	0	0.0	20.0	44.0	12.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	25	0	0	0.0	12.0	32.0	32.0	20.0	4.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	LUTON	WIZZ AIR	S	A	31	0	0	3.2	22.6	19.4	12.9	12.9	19.4	6.5	3.2	0.0	0.0	0.0	46	60.0	36	30
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	6.7	50.0	16.7	3.3	13.3	3.3	6.7	0.0	0.0	0.0	40	40.0	41	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	0.0	0.0	6.9	27.6	37.9	13.8	10.3	3.4	0.0	0.0	0.0	52	55.2	23	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	0.0	0.0	24.1	31.0	31.0	6.9	6.9	0.0	0.0	0.0	0.0	36	65.5	16	29
	STANSTED	RYANAIR	S	A	69	0	0	2.9	31.9	15.9	10.1	18.8	15.9	4.3	0.0	0.0	0.0	0.0	32	87.2	6	39
	STANSTED	RYANAIR	S	D	69	0	0	0.0	1.4	30.4	26.1	20.3	18.8	2.9	0.0	0.0	0.0	0.0	38	64.1	18	39
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	0.0	26.9	42.3	11.5	19.2	0.0	0.0	0.0	0.0	0.0	31	69.2	31	26
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	7.7	53.8	11.5	26.9	0.0	0.0	0.0	0.0	0.0	0.0	17	65.4	23	26
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	0.0	47.1	23.5	23.5	0.0	0.0	5.9	0.0	0.0	0.0	39	61.1	29	18
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	5.9	70.6	5.9	11.8	0.0	0.0	5.9	0.0	0.0	0.0	32	83.3	14	18
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	88.9	3	9

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	JET2.COM LTD	S	D	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	26	88.9	7	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	81.8	34	21	
	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	81.8	21	22	
	SOUTHEND	STOBART AIR	S	A	30	0	0	3.3	30.0	23.3	6.7	13.3	6.7	13.3	3.3	0.0	0.0	0.0	47	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	30	0	0	0.0	30.0	43.3	6.7	3.3	6.7	6.7	3.3	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL PRAGUE</b>					<b>1162</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>19.2</b>	<b>33.0</b>	<b>16.2</b>	<b>15.7</b>	<b>9.4</b>	<b>2.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>27</b>	<b>69.9</b>	<b>20</b>	<b>1032</b>
PRESTWICK																						
	GLASGOW	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PREVEZA																						
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	52	100.0	3	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	44	75.0	11	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	82	0.0	0	0	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	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	51	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	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	11	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	0.0	18.2	45.5	18.2	9.1	0.0	9.1	0.0	0.0	0.0	25	90.9	10	11	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	27.3	45.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	15	90.9	8	11	
	GATWICK	ENTER AIR	C	A	8	0	0	12.5	12.5	37.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	ENTER AIR	C	D	8	0	0	0.0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	75.0	35	8	
	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	25.0	47	8	
	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	83.3	10	12	
	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	75.0	8	12	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	48	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	45	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	88.9	17	9	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	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	77.8	17	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	53	50.0	18	4	
	GATWICK	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	23	100.0	4	4	
	GATWICK	TUI AIRWAYS LTD	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	96	75.0	8	8	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	67	75.0	13	8	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	8	0	0	0.0	0.0	62.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	31	100.0	4	8	
	HEATHROW	BRITISH AIRWAYS PLC	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	8	100.0	3	8	
	STANSTED	TITAN 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	57	0.0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	33	12.5	44	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	12.5	37.5	0.0	25.0	25.0	0.0	0.0	0.0	0.0	33	37.5	30	8	
	MANCHESTER	EUROPE AIRPOST	C	A	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	52	80.0	11	5	
	MANCHESTER	EUROPE AIRPOST	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	41	100.0	5	5	
	MANCHESTER	FLYBE 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	34	0.0	70	4	
	MANCHESTER	FLYBE 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	9	50.0	53	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	62.5	17	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	87.5	9	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	11.1	11.1	0.0	0.0	0.0	37	25.0	63	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	11.1	11.1	33.3	0.0	0.0	0.0	0.0	36	50.0	75	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	20	100.0	1	4	
	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	23	100.0	0	4	
<b>TOTAL PREVEZA</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>0.6</b>	<b>10.0</b>	<b>38.2</b>	<b>12.4</b>	<b>14.7</b>	<b>17.1</b>	<b>5.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>36</b>	<b>73.3</b>	<b>18</b>	<b>202</b>
PRISTINA																						
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	9	10	
	GATWICK	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	80.0	15	10	
	LUTON	WIZZ AIR	S	A	13	0	0	0.0	0.0	0.0	15.4	46.2	30.8	0.0	0.0	7.7	0.0	146	0.0	55	2	
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	0.0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	36	50.0	35	2	
<b>TOTAL PRISTINA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>30.8</b>	<b>42.3</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>75.0</b>	<b>17</b>	<b>24</b>

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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		
PROVIDENCE																						
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	0.0	0	0
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	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	12	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	69.2	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	4	8
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	12	0	1	0.0	23.1	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	7.7	16	55.6	19	9
<b>TOTAL PROVIDENCE</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>34.1</b>	<b>13.6</b>	<b>25.0</b>	<b>18.2</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>4.5</b>	<b>9</b>	<b>66.7</b>	<b>12</b>	<b>17</b>
PROVIDENCIALES																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	10	9
	GATWICK	BRITISH AIRWAYS PLC	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	0.0	31	77.8	20	9
<b>TOTAL PROVIDENCIALES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>52.9</b>	<b>0.0</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.8</b>	<b>15</b>	<b>18</b>
PUERTO PLATA																						
	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	75.0	12	4
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	48	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	100.0	4	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	82	100.0	0	4
<b>TOTAL PUERTO PLATA</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>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>61</b>	<b>87.5</b>	<b>16</b>	<b>16</b>
PUERTO VALLARTA																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14	100.0	4	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	75.0	6	4
	MANCHESTER	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	24	50.0	15	4
	MANCHESTER	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	43	40.0	27	5
<b>TOTAL PUERTO VALLARTA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>42.1</b>	<b>5.3</b>	<b>5.3</b>	<b>21.1</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>64.7</b>	<b>14</b>	<b>17</b>
PULA																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	13	8
	BIRMINGHAM	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	11	75.0	20	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	11.1	11.1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	39	50.0	24	4
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	11.1	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	30	50.0	18	4
	BRISTOL	TUI AIRWAYS LTD	C	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	4	100.0	1	8
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	9	8
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	11.1	11.1	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	87.5	15	8
	EDINBURGH	JET2.COM LTD	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	29	100.0	1	8

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	29	4	
	EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	13	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	17	8	
	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	62.5	11	8	
	LIVERPOOL (JOHN LENNON)	SIAVIA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	0.0	0.0	36.4	18.2	45.5	0.0	0.0	0.0	0.0	0.0	0.0	29	50.0	45	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	0.0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	31	10	
	GATWICK	TUI AIRWAYS LTD	C	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	50.0	18	8	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	61	75.0	12	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	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	15	0.0	0	0	
	STANSTED	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8	
	STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	8	
	STANSTED	RYANAIR	S	A	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	36	62.5	15	8	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	27	87.5	11	8	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	16.7	25.0	33.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	92.3	5	13	
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	8.3	66.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	8	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	8	
<b>TOTAL PULA PUNTA CANA</b>					<b>213</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>19.7</b>	<b>42.7</b>	<b>16.4</b>	<b>8.9</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.3</b>	<b>13</b>	<b>198</b>	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	5	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	7	8	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	BRISTOL	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	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	30.8	15.4	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	92.3	2	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	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	12	100.0	4	13	
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	23.1	15.4	15.4	30.8	0.0	0.0	15.4	0.0	0.0	0.0	0.0	30	84.6	5	13	
	GATWICK	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	66.7	25.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	30	84.6	6	13	
	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	66.7	39	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	21.4	14.3	28.6	7.1	7.1	14.3	7.1	0.0	0.0	0.0	0.0	30	50.0	33	9	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	13	0	0	0.0	0.0	23.1	0.0	53.8	15.4	7.7	0.0	0.0	0.0	0.0	53	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	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	55.6	23	9
	MANCHESTER	TUI AIRWAYS LTD	C	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	21	77.8	26	9
<b>TOTAL PUNTA CANA</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>12.4</b>	<b>39.7</b>	<b>17.4</b>	<b>10.7</b>	<b>7.4</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.0</b>	<b>14</b>	<b>104</b>

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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	6	0	0	83.3	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	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	0.0	0	0
<b>TOTAL QINGDAO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>8.3</b>	<b>16.7</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
QUIMPER	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	LONDON CITY	BA CITYFLYER LTD	S	A	14	0	0	14.3	42.9	14.3	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14	100.0	1	13
	LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	0.0	35.7	35.7	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	17	85.7	6	14
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL QUIMPER</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>25.0</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>15</b>	<b>89.7</b>	<b>4</b>	<b>29</b>

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	
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	5	
	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	3	5	
	HEATHROW	ROYAL AIR MAROC	S	A	7	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	17	5	
	HEATHROW	ROYAL AIR MAROC	S	D	7	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	9	5	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	14.3	28.6	21.4	7.1	21.4	7.1	0.0	0.0	0.0	0.0	41	84.6	7	13	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	7.7	38.5	23.1	0.0	0.0	0.0	0.0	0.0	42	69.2	16	13	
<b>TOTAL RABAT</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.7</b>	<b>24.4</b>	<b>12.2</b>	<b>14.6</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>28</b>	<b>78.3</b>	<b>10</b>	<b>46</b>	
RALEIGH																							
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	0	6.7	66.7	13.3	0.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	6	86.2	66	29	
	HEATHROW	AMERICAN AIRLINES	S	D	30	0	0	0.0	73.3	23.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	79.3	18	29	
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>70.0</b>	<b>18.3</b>	<b>0.0</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>5</b>	<b>82.8</b>	<b>42</b>	<b>58</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	94.1	4	17	
	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	76.5	12	17	
	EXETER	FLYBE 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	9	100.0	0	4	
	EXETER	FLYBE LTD	S	D	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4	
	GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	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	92.3	4	13	
	MANCHESTER	FLYBE LTD	S	A	5	0	0	0.0	0.0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	103	50.0	36	4	
	MANCHESTER	FLYBE LTD	S	D	5	0	0	0.0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	94	25.0	52	4	
	SOUTHAMPTON	FLYBE LTD	S	A	13	0	0	0.0	38.5	23.1	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	23	76.2	16	21	
	SOUTHAMPTON	FLYBE LTD	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	17	71.4	19	21	
	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	32	0	0	0.0	37.5	37.5	15.6	6.3	3.1	0.0	0.0	0.0	0.0	0.0	9	90.4	9	52	
	SOUTHEND	STOBART AIR	S	D	32	0	0	3.1	21.9	59.4	9.4	3.1	3.1	0.0	0.0	0.0	0.0	0.0	7	86.3	12	51	
<b>TOTAL RENNES</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>30.0</b>	<b>39.1</b>	<b>11.8</b>	<b>8.2</b>	<b>4.5</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>84.2</b>	<b>11</b>	<b>222</b>	
REUS																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	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	6	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	18	0	0	22.2	50.0	16.7	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	13	94.1	2	17	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	17	0	0	0.0	23.5	70.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.1	6	17	



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	THOMAS COOK AIRLINES LTD	C A	12	0	0	16.7	16.7	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	78	12			
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C D	13	0	0	0.0	15.4	53.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	76.9	12	13			
BELFAST INTERNATIONAL	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	3	77.8	8	9				
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	9	9				
BIRMINGHAM	JET2.COM LTD	S A	13	0	0	0.0	46.2	7.7	15.4	23.1	7.7	0.0	0.0	0.0	0.0	19	53.8	17	13				
BIRMINGHAM	JET2.COM LTD	S D	13	0	0	0.0	0.0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	20	46.2	21	13				
BIRMINGHAM	RYANAIR	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	34	62.5	9	8				
BIRMINGHAM	RYANAIR	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	23	100.0	4	8				
BIRMINGHAM	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2				
BIRMINGHAM	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2				
BIRMINGHAM	TUI AIRWAYS LTD	C A	9	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	24	77.8	12	9				
BIRMINGHAM	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	25	55.6	20	9				
BRISTOL	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	51	8				
BRISTOL	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	47	8				
BRISTOL	TUI AIRWAYS LTD	C A	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	8	75.0	16	4				
BRISTOL	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	10	50.0	23	4				
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	5	0	0	0.0	40.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	44	20.0	53	5				
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	35	25.0	60	4				
CARDIFF WALES	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	11	75.0	10	4				
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4				
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	100.0	2	5				
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	0.0	30.8	30.8	15.4	7.7	15.4	0.0	0.0	0.0	0.0	21	100.0	2	13				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	12	0	0	0.0	25.0	58.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	14	100.0	2	13				
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	27	55.6	11	9				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	23	88.9	6	9				
EDINBURGH	JET2.COM LTD	S A	13	0	0	15.4	38.5	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	10	84.6	13	13				
EDINBURGH	JET2.COM LTD	S D	13	0	0	0.0	38.5	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	61.5	14	13				
GLASGOW	BA CITYFLYER LTD	C A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	15	75.0	16	4				

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	BA CITYFLYER 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	1	50.0	33	4	
	GLASGOW	JET2.COM LTD	S	A	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	8	100.0	2	13	
	GLASGOW	JET2.COM LTD	S	D	13	0	0	0.0	30.8	53.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	92.3	6	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	11	0	1	0.0	25.0	58.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	10	54.5	15	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	13	0	1	0.0	50.0	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4	76.9	8	13	
	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	3	69.2	14	13	
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	13	
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	14.3	42.9	28.6	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	23	92.3	4	13	
	LEEDS BRADFORD	JET2.COM 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	0.0	5	92.3	5	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	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	21	75.0	15	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	37.5	25.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	88.9	5	9	
	GATWICK	THOMAS COOK AIRLINES LTD	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	0.0	13	88.9	3	9	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	15	13	
	GATWICK	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	8	92.3	3	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	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	13	4	
	LUTON	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	75.0	4	4	
	STANSTED	JET2.COM LTD	S	A	17	0	0	0.0	70.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.7	14	17	
	STANSTED	JET2.COM LTD	S	D	17	0	0	0.0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	17	
	STANSTED	RYANAIR	S	A	13	0	0	0.0	7.7	30.8	30.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	32	84.6	9	13	
	STANSTED	RYANAIR	S	D	13	0	0	0.0	7.7	23.1	46.2	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	92.3	7	13	
	STANSTED	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	51	0.0	53	1	
	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	2	2	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	50.0	31.8	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	36	14	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUN 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	JET2.COM LTD	S	D	22	0	0	0.0	13.6	50.0	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	85.7	15	14
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	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	9	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	10.0	0.0	20.0	30.0	10.0	30.0	0.0	0.0	0.0	0.0	37	64.3	41	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	20	61.5	42	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	0.0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	21	41.2	22	17	
	MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	5.6	61.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	13	82.4	8	17	
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	11.8	47.1	11.8	17.6	5.9	0.0	5.9	0.0	0.0	0.0	17	92.3	5	13	
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	0.0	29.4	47.1	11.8	0.0	5.9	5.9	0.0	0.0	0.0	19	92.3	6	13	
	NEWCASTLE	THOMAS COOK AIRLINES 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	15	87.5	18	8	
	NEWCASTLE	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	34	87.5	23	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	0.0	38.5	23.1	15.4	7.7	15.4	0.0	0.0	0.0	0.0	21	66.7	14	12	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	23.1	61.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	9	83.3	7	12	
	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	100.0	1	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	90.9	5	11	
	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	100.0	7	1	
<b>TOTAL REUS</b>					<b>679</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>26.1</b>	<b>42.4</b>	<b>13.1</b>	<b>7.6</b>	<b>5.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.9</b>	<b>14</b>	<b>684</b>	
RHODES																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	BELFAST INTERNATIONAL	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	16	40.0	320	5	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	22	50.0	26	4	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	1	0.0	10.0	30.0	20.0	20.0	0.0	10.0	0.0	0.0	10.0	33	88.9	3	9	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	46	55.6	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	0.0	34	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	40	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	0.0	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	20	50.0	22	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	35	37.5	23	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	0.0	11.1	22.2	33.3	16.7	11.1	0.0	5.6	0.0	0.0	40	91.7	9	12	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	11.8	17.6	23.5	41.2	0.0	5.9	0.0	0.0	0.0	34	66.7	15	12	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	5	4		
BOURNEMOUTH	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	1	4			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	4	0	0	50.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	19	80.0	5	5		
BRISTOL	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	0.0	33	75.0	13	4			
BRISTOL	TUI AIRWAYS LTD	C A	12	0	0	0.0	8.3	8.3	41.7	16.7	25.0	0.0	0.0	0.0	0.0	0.0	42	44.4	119	9			
BRISTOL	TUI AIRWAYS LTD	C D	13	0	0	0.0	7.7	23.1	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	40	50.0	27	8			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	50.0	32	4			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	4	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	37	25.0	41	4			
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	50	4			
CARDIFF WALES	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	0.0	19	25.0	29	4			
DONCASTER SHEFFIELD	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	6	100.0	2	4			
DONCASTER SHEFFIELD	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	9	75.0	5	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	12.5	25.0	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	29	75.0	16	8			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	8	0	0	0.0	12.5	50.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	37.5	31	8			
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	25.0	28	4			
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	41	50.0	15	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	4	0	1	0.0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	58	25.0	56	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	57	25.0	44	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	10	0	0	10.0	20.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	9	8			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	12	0	0	0.0	25.0	25.0	16.7	25.0	0.0	0.0	8.3	0.0	0.0	0.0	39	75.0	5	8			
EDINBURGH	JET2.COM LTD	S A	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	58	75.0	8	4			
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	0.0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	40	75.0	10	4			
EDINBURGH	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	45	100.0	2	4			
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	41	75.0	17	4			
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	4	4			
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	12	4			
GLASGOW	JET2.COM LTD	S A	9	0	0	0.0	11.1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	80.0	8	5			
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	24	4			
GLASGOW	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	15	40.0	19	5			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	4
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	35	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	50.0	19	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	15.4	15.4	23.1	7.7	15.4	23.1	0.0	0.0	0.0	0.0	31	100.0	1	8	
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	7.7	53.8	7.7	30.8	0.0	0.0	0.0	0.0	0.0	21	88.9	5	9	
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	45	50.0	12	4	
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	52	0.0	38	4	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	0.0	12.5	25.0	37.5	0.0	12.5	0.0	0.0	0.0	42	25.0	35	8	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	19	75.0	21	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	27	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	17	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	18.8	6.3	25.0	6.3	18.8	6.3	12.5	6.3	0.0	0.0	44	25.0	36	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	6.3	56.3	6.3	25.0	6.3	0.0	0.0	0.0	0.0	20	50.0	34	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	3.7	7.4	29.6	7.4	22.2	25.9	0.0	0.0	0.0	0.0	38	76.9	13	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	1	0.0	17.9	42.9	10.7	17.9	7.1	0.0	0.0	0.0	0.0	17	64.0	18	25	
	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	87.5	10	8	
	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	62.5	26	8	
	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	100.0	9	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	100.0	6	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	100.0	0	2	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	5	100.0	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	8.3	25.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	46	33.3	48	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	61.5	7.7	7.7	15.4	0.0	0.0	0.0	0.0	22	41.7	27	12	
	GATWICK	TUI AIRWAYS LTD	C	A	16	0	0	6.3	18.8	18.8	18.8	12.5	18.8	0.0	6.3	0.0	0.0	39	42.9	21	20	
	GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	11.1	22.2	22.2	22.2	16.7	5.6	0.0	0.0	0.0	39	50.0	26	20	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											JUN 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	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
HEATHROW	BRITISH AIRWAYS PLC	C	A	5	0	0	0.0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	33	75.0	12	4						
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	0.0	5	75.0	8	4						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	0.0	12.5	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	67	12.5	54	8						
LUTON	EASYJET AIRLINE COMPANY LTD	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	0.0	29	50.0	24	8						
LUTON	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	0.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	55	75.0	9	8						
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	37	75.0	11	8						
STANSTED	JET2.COM LTD	S	A	17	0	0	0.0	17.6	17.6	17.6	29.4	11.8	5.9	0.0	0.0	0.0	0.0	0.0	36	76.9	11	13						
STANSTED	JET2.COM LTD	S	D	16	0	0	0.0	6.3	37.5	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	22	76.9	17	13						
STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	38	46.2	52	13						
STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	30	61.5	12	13						
STANSTED	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	0.0	21	100.0	1	4						
STANSTED	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	0.0	25	100.0	6	4						
STANSTED	TUI AIRWAYS LTD	C	A	8	0	0	12.5	12.5	12.5	0.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	45	88.9	8	9						
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	22.2	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	9	8						
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	45	4						
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	25.0	26	4						
MANCHESTER	EUROPE AIRPOST	C	A	9	0	0	0.0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	211	4						
MANCHESTER	EUROPE AIRPOST	C	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	24	80.0	165	5						
MANCHESTER	JET2.COM LTD	S	A	25	0	0	12.0	28.0	20.0	12.0	20.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	20	82.4	7	17						
MANCHESTER	JET2.COM LTD	S	D	25	0	0	0.0	8.0	40.0	28.0	12.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	24	72.2	12	18						
MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	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	0.0	0	87.5	7	8						
MANCHESTER	RYANAIR	S	A	9	0	0	11.1	22.2	11.1	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	52	0.0	0	0						
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	39	0.0	0	0						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	16.7	16.7	25.0	8.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	42	30.8	51	13						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	38.5	7.7	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	45	41.7	54	12						
MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	15.0	15.0	10.0	10.0	15.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	44	47.1	27	17						
MANCHESTER	TUI AIRWAYS LTD	C	D	23	0	0	0.0	13.0	21.7	4.3	34.8	17.4	4.3	4.3	0.0	0.0	0.0	0.0	45	50.0	23	16						
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	0	1						
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	1						

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	JET2.COM LTD	S	A	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	29	66.7	16	9	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	43	37.5	27	8	
	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	80.0	5	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	75.0	6	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	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	40	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	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	28	50.0	40	8	
<b>TOTAL RHODES</b>					<b>793</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>11.7</b>	<b>29.0</b>	<b>19.1</b>	<b>19.8</b>	<b>13.9</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>33</b>	<b>60.8</b>	<b>26</b>	<b>729</b>	
RIGA																							
	ABERDEEN	AIR BALTIC	S	A	9	0	0	0.0	44.4	11.1	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	76.9	10	13	
	ABERDEEN	AIR BALTIC	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	61.5	13	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	11	0	0	36.4	18.2	18.2	0.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	18	90.0	14	10	
	DONCASTER SHEFFIELD	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	26	60.0	44	10	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	8	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	14	92.3	10	13	
	GLASGOW	RYANAIR	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	75.0	11	8	
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	8	
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	8	
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	87.5	4	8	
	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	15	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	62.5	22	8	
	GATWICK	AIR BALTIC	S	A	60	0	0	16.7	33.3	36.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	61.5	14	52	
	GATWICK	AIR BALTIC	S	D	60	0	0	0.0	10.0	53.3	23.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	16	34.6	30	52	
	LUTON	WIZZ AIR	S	A	52	0	1	1.9	30.2	41.5	11.3	7.5	3.8	0.0	1.9	0.0	0.0	1.9	16	85.7	13	49	
	LUTON	WIZZ AIR	S	D	53	0	1	0.0	9.3	57.4	7.4	13.0	7.4	0.0	3.7	0.0	0.0	1.9	27	62.0	26	50	
	STANSTED	RYANAIR	S	A	60	0	1	3.3	21.3	26.2	16.4	14.8	14.8	1.6	0.0	0.0	0.0	1.6	27	83.3	8	59	
	STANSTED	RYANAIR	S	D	60	0	0	0.0	10.0	50.0	18.3	11.7	10.0	0.0	0.0	0.0	0.0	0.0	19	85.0	8	59	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	38.5	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	15	13	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	8	13	
<b>TOTAL RIGA</b>					<b>469</b>	<b>0</b>	<b>3</b>	<b>4.4</b>	<b>21.6</b>	<b>43.6</b>	<b>12.1</b>	<b>9.5</b>	<b>7.2</b>	<b>0.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>72.6</b>	<b>15</b>	<b>468</b>	
RIJEKA																							
	LIVERPOOL (JOHN LENNON)	SIAVIA	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	
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	8	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: R										JUN 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	
		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	37.5	26	8						
<b>TOTAL RIJEKA</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>43.8</b>	<b>25</b>	<b>16</b>						
RIMINI																												
		STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	0.0	11.1	11.1	77.8	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0					
		STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0					
<b>TOTAL RIMINI</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>22.2</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
RIO DE JANEIRO (GALEAO)																												
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	3.3	40.0	26.7	20.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	12	81.0	6	21					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	26.7	60.0	3.3	3.3	0.0	6.7	0.0	0.0	0.0	0.0	14	76.2	10	21					
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>33.3</b>	<b>43.3</b>	<b>11.7</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.6</b>	<b>8</b>	<b>42</b>						
RIYADH																												
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	6.7	26.7	43.3	3.3	16.7	0.0	0.0	0.0	3.3	0.0	0.0	23	75.0	15	28					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	53.3	16.7	10.0	3.3	0.0	0.0	3.3	0.0	0.0	28	85.7	10	28					
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	20.0	43.3	23.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	8	56.7	16	30						
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	29	0	1	3.3	30.0	40.0	6.7	6.7	6.7	3.3	0.0	0.0	3.3	17	86.7	6	30						
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	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	59	3						
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	3						
<b>TOTAL RIYADH</b>						<b>119</b>	<b>0</b>	<b>1</b>	<b>7.5</b>	<b>28.3</b>	<b>40.0</b>	<b>8.3</b>	<b>9.2</b>	<b>3.3</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>74.6</b>	<b>13</b>	<b>122</b>					
ROCHESTER (USA)																												
		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	11	1						
<b>TOTAL ROCHESTER (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</b>	<b>100.0</b>	<b>11</b>	<b>1</b>						
RODEZ																												
		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	14.3	40	7						
		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	50.0	27	8						
		SOUTHAMPTON	FLYBE LTD	S	A	8	0	1	0.0	0.0	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	11.1	26	0.0	0	0					
		SOUTHAMPTON	FLYBE LTD	S	D	8	0	1	0.0	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	11.1	16	0.0	0	0					
<b>TOTAL RODEZ</b>						<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>21</b>	<b>33.3</b>	<b>33</b>	<b>15</b>					
ROME (CIAMPINO)																												
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	0.0	25.0	25.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	100.0	1	13					
		EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	5	13						
		EDINBURGH	RYANAIR	S	A	22	0	0	0.0	9.1	22.7	13.6	40.9	9.1	4.5	0.0	0.0	0.0	40	71.4	21	21						



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	22	0	0	0.0	9.1	54.5	13.6	9.1	13.6	0.0	0.0	0.0	0.0	0.0	22	81.0	11	21
	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	50.0	13	2	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	STANSTED	RYANAIR	S	A	149	0	1	2.0	18.7	30.0	20.7	13.3	10.7	2.7	0.0	1.3	0.0	0.7	31	82.7	14	150
	STANSTED	RYANAIR	S	D	149	0	1	0.0	2.0	22.0	14.0	26.0	28.7	5.3	1.3	0.0	0.0	0.7	51	60.7	21	150
	MANCHESTER	RYANAIR	S	A	43	0	0	4.7	4.7	37.2	23.3	18.6	9.3	0.0	2.3	0.0	0.0	0.0	30	58.1	17	43
	MANCHESTER	RYANAIR	S	D	43	0	0	0.0	16.3	58.1	9.3	9.3	4.7	0.0	2.3	0.0	0.0	0.0	17	83.7	9	43
<b>TOTAL ROME (CIAMPINO)</b>					<b>452</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>11.2</b>	<b>31.5</b>	<b>17.2</b>	<b>18.5</b>	<b>15.9</b>	<b>2.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>35</b>	<b>73.1</b>	<b>16</b>	<b>457</b>
ROME (FIUMICINO)																						
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	0.0	11.8	23.5	17.6	23.5	11.8	11.8	0.0	0.0	0.0	0.0	44	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	17.6	47.1	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	18	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	53.3	30	30	
	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	25	30	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	0.0	6.7	36.7	20.0	13.3	16.7	3.3	0.0	0.0	0.0	3.3	33	43.3	24	30
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	20.0	36.7	16.7	10.0	10.0	3.3	0.0	0.0	0.0	3.3	25	53.3	23	30
	BRISTOL	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	BRISTOL	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	CARDIFF WALES	ALITALIA (CAI)	C	A	0	0	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	
	CARDIFF WALES	ALITALIA (CAI)	C	D	0	0	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	
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	0.0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	68	0.0	46	8	
	CARDIFF WALES	FLYBE LTD	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	17	75.0	14	8	
	CARDIFF WALES	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	100.0	3	1	
	CARDIFF WALES	VUELING AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	45	5	
	CARDIFF WALES	VUELING AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	6	
	EAST MIDLANDS INTERNATIONAL	NOUVELAIR TUNISIE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	125	1	
	EAST MIDLANDS INTERNATIONAL	NOUVELAIR TUNISIE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	1	
	EDINBURGH	ALITALIA (CAI)	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	
	EDINBURGH	ALITALIA (CAI)	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	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	BLUE PANORAMA	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	55	0.0	47	1		
EDINBURGH	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	137	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	0.0	0	100.0	0	8		
EDINBURGH	VUELING AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8		
GLASGOW	JET2.COM LTD	S A	9	0	0	0.0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	28	88.9	6	9		
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	9		
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	8	9		
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	3	9		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	17	0	0	0.0	11.8	17.6	29.4	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	31	86.7	6	30		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S D	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	0.0	5	96.7	1	30		
GATWICK	BRITISH AIRWAYS PLC	S A	30	0	0	6.7	23.3	30.0	20.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	16	73.3	9	30		
GATWICK	BRITISH AIRWAYS PLC	S D	30	0	0	0.0	30.0	56.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	9	30		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	114	0	1	0.0	13.0	25.2	20.9	22.6	13.9	2.6	0.9	0.0	0.0	0.9	33	46.6	30	114			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	114	0	1	0.0	14.8	52.2	9.6	13.9	7.0	0.9	0.9	0.0	0.0	0.9	20	65.5	21	114			
GATWICK	VUELING AIRLINES	S A	59	0	0	0.0	10.2	32.2	20.3	20.3	8.5	5.1	3.4	0.0	0.0	0.0	41	63.3	13	60			
GATWICK	VUELING AIRLINES	S D	59	0	0	0.0	6.8	22.0	23.7	23.7	13.6	6.8	3.4	0.0	0.0	0.0	48	50.0	18	60			
HEATHROW	ALITALIA (CAI)	S A	119	0	0	10.9	30.3	43.7	5.9	6.7	2.5	0.0	0.0	0.0	0.0	0.0	9	76.4	10	89			
HEATHROW	ALITALIA (CAI)	S D	119	0	0	0.0	25.2	49.6	15.1	6.7	3.4	0.0	0.0	0.0	0.0	0.0	12	62.9	16	89			
HEATHROW	BRITISH AIRWAYS PLC	S A	200	0	1	6.5	16.9	33.3	23.9	11.9	6.0	0.5	0.5	0.0	0.0	0.5	20	72.4	16	199			
HEATHROW	BRITISH AIRWAYS PLC	S D	199	0	1	0.0	21.0	52.0	14.0	11.0	1.5	0.0	0.0	0.0	0.0	0.5	12	74.4	13	199			
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	92.3	5	26			
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	65.4	15	26			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	38	0	1	0.0	7.7	23.1	12.8	25.6	23.1	2.6	2.6	0.0	0.0	2.6	47	57.7	22	26			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	39	0	0	0.0	2.6	48.7	12.8	20.5	10.3	2.6	2.6	0.0	0.0	0.0	34	42.3	26	26			
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	85.7	8	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	85.7	9	14			
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	80.0	7	5			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	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
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	7.7	19.2	38.5	11.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	84.6	7	26
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	0.0	7.7	76.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	80.8	10	26
	MANCHESTER	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2
	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	1	9
	NEWCASTLE	JET2.COM LTD	S	A	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	15	55.6	15	9
	NEWCASTLE	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	0.0	7	88.9	14	9
<b>TOTAL ROME (FIUMICINO)</b>					<b>1371</b>	<b>0</b>	<b>7</b>	<b>2.3</b>	<b>18.3</b>	<b>40.5</b>	<b>16.0</b>	<b>13.4</b>	<b>6.8</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>21</b>	<b>68.2</b>	<b>16</b>	<b>1490</b>
ROSTOCK-LAAGE																						
	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
	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	0	0
<b>TOTAL ROSTOCK-LAAGE</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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROTTERDAM																						
	JERSEY	BLUE ISLANDS LIMITED	C	A	5	0	0	0.0	0.0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	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	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	0.0	82	1
	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	0.0	87	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	0.0	0	100.0	13	1
	LONDON CITY	BA CITYFLYER LTD	S	A	136	0	4	3.6	53.6	26.4	2.9	6.4	1.4	0.7	2.1	0.0	0.0	2.9	14	86.0	8	100
	LONDON CITY	BA CITYFLYER LTD	S	D	135	0	4	0.7	50.4	26.6	6.5	5.8	5.0	1.4	0.7	0.0	0.0	2.9	14	63.0	21	100
	SOUTHAMPTON	SPRINTAIR	C	A	0	0	0	0.0	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 ROTTERDAM</b>					<b>281</b>	<b>0</b>	<b>8</b>	<b>2.1</b>	<b>51.2</b>	<b>26.6</b>	<b>4.5</b>	<b>6.9</b>	<b>3.5</b>	<b>1.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>14</b>	<b>73.5</b>	<b>15</b>	<b>204</b>
RZESZOW																						
	BRISTOL	RYANAIR	S	A	8	0	1	0.0	11.1	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	11.1	27	77.8	6	9
	BRISTOL	RYANAIR	S	D	8	0	1	0.0	0.0	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	11.1	30	88.9	10	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	23.1	61.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	24	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	76.9	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	33	13
	LUTON	RYANAIR	S	A	13	0	0	15.4	15.4	23.1	15.4	7.7	23.1	0.0	0.0	0.0	0.0	0.0	28	69.2	18	13
	LUTON	RYANAIR	S	D	13	0	0	0.0	0.0	61.5	0.0	15.4	23.1	0.0	0.0	0.0	0.0	0.0	31	76.9	16	13
	STANSTED	RYANAIR	S	A	36	0	1	0.0	21.6	29.7	10.8	18.9	13.5	2.7	0.0	0.0	0.0	2.7	26	78.9	11	38

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 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	38	0	0	0.0	2.6	52.6	13.2	15.8	13.2	2.6	0.0	0.0	0.0	0.0	26	83.8	13	37			
	MANCHESTER	RYANAIR	S	A	7	0	1	0.0	0.0	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	11	87.5	4	8			
	MANCHESTER	RYANAIR	S	D	7	0	1	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	10	100.0	5	8			
<b>TOTAL RZESZOW</b>					<b>156</b>	<b>0</b>	<b>5</b>	<b>1.2</b>	<b>9.3</b>	<b>48.4</b>	<b>9.9</b>	<b>14.9</b>	<b>11.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>23</b>	<b>79.5</b>	<b>14</b>	<b>161</b>			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	LONDON CITY	LUXAIR	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	5	0.0	0	0
<b>TOTAL SAARBRUCKEN</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SALERNO COSTA AMALFI	LUTON	CHALLENGE AIR LUFTVERKEHRS	C	D	0	0	0	0.0	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 SALERNO COSTA AMALFI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>	
SALONIKA	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES 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	34	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	40.0	21	5	
	EAST MIDLANDS 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	80.0	10	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	2	100.0	1	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	46	100.0	0	4	
	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	100.0	3	4	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	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	4	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	4	
	LEEDS BRADFORD	JET2.COM 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	13	100.0	0	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	0.0	21.4	35.7	28.6	10.7	3.6	0.0	0.0	0.0	0.0	0.0	17	66.7	17	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	14.3	71.4	10.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	9	81.0	10	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	23.3	30.0	30.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	18	76.7	9	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	3.3	80.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	0.0	11	76.7	10	30	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	64	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	12	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	196	50.0	14	8	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	208	87.5	9	8	

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

		Origin/Destinations: S																	JUN 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
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	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	8	0.0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	0.0	0.0	9.7	19.4	25.8	45.2	0.0	0.0	0.0	0.0	0.0	51	86.7	17	30
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	20.0	53.3	10.0	16.7	0.0	0.0	0.0	0.0	0.0	30	90.0	18	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	38.5	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	26	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	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	7	61.5	20	13
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	15.4	23.1	7.7	30.8	15.4	0.0	0.0	7.7	0.0	0.0	144	55.6	19	8
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	15.4	53.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	75.0	37	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	50.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	6	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	8	9
	NEWCASTLE	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	3	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL SALONIKA</b>					<b>384</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>42.4</b>	<b>19.0</b>	<b>10.7</b>	<b>8.6</b>	<b>0.5</b>	<b>0.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.7</b>	<b>14</b>	<b>272</b>
SALT LAKE CITY																						
	HEATHROW	DELTA AIRLINES	S	A	30	0	0	10.0	50.0	23.3	6.7	6.7	0.0	0.0	0.0	3.3	0.0	0.0	46	70.0	19	30
	HEATHROW	DELTA AIRLINES	S	D	30	0	0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	8	30
<b>TOTAL SALT LAKE CITY</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>60.0</b>	<b>21.7</b>	<b>3.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>78.3</b>	<b>13</b>	<b>60</b>
SALZBURG																						
	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	46	1
	BIRMINGHAM	FLYBE LTD	C	A	8	0	0	0.0	12.5	25.0	12.5	12.5	12.5	12.5	0.0	12.5	0.0	0.0	160	71.4	20	7
	BIRMINGHAM	FLYBE LTD	C	D	10	0	0	0.0	10.0	20.0	20.0	20.0	0.0	10.0	20.0	0.0	0.0	0.0	77	37.5	51	8
	BRISTOL	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	104	1
	CARDIFF WALES	FLYBE LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
	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	100.0	0	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	100.0	4	3
	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	20	1
	GLASGOW	BA CITYFLYER LTD	C	A	5	0	0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	4

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	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	37	100.0	2	4
	LEEDS BRADFORD	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	2	
	LEEDS BRADFORD	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	11.5	30.8	38.5	7.7	3.8	7.7	0.0	0.0	0.0	0.0	0.0	11	76.9	11	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	7.7	84.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	13	26
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	42	100.0	2	4
	GATWICK	TUI AIRWAYS LTD	C	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	54	50.0	21	4
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	9	0	0	0.0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	16	0	1	0.0	41.2	35.3	0.0	17.6	0.0	0.0	0.0	0.0	0.0	5.9	11	0.0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	16	0	1	0.0	17.6	17.6	35.3	17.6	5.9	0.0	0.0	0.0	0.0	5.9	24	0.0	0	0
	STANSTED	RYANAIR	S	A	22	0	0	0.0	4.5	27.3	22.7	31.8	9.1	0.0	4.5	0.0	0.0	0.0	37	76.2	11	21
	STANSTED	RYANAIR	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	22	81.0	7	21
	MANCHESTER	FLYBE LTD	C	A	10	0	0	0.0	10.0	30.0	0.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	MANCHESTER	FLYBE LTD	C	D	10	0	0	0.0	0.0	40.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	4	8
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	4	8
	NEWCASTLE	FLYBE LTD	S	A	10	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	0	0
	NEWCASTLE	FLYBE LTD	S	D	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	NEWCASTLE	MISTRAL AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	4
	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	25.0	46	4
<b>TOTAL SALZBURG</b>					<b>232</b>	<b>1</b>	<b>2</b>	<b>5.5</b>	<b>13.6</b>	<b>38.7</b>	<b>14.5</b>	<b>18.3</b>	<b>4.3</b>	<b>2.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.9</b>	<b>28</b>	<b>77.2</b>	<b>14</b>	<b>162</b>
SAMOS																						
	GATWICK	ENTER AIR	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	20	0.0	0	0
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5
	GATWICK	TUI AIRWAYS LTD	C	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	40.0	33	5
	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	7	80.0	10	5
<b>TOTAL SAMOS</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>0.0</b>	<b>63.6</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>17</b>	<b>15</b>
SAN DIEGO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	20.0	33.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	96.7	1	30

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											JUN 2017				
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	60.0	23.3	3.3	0.0	0.0	0.0	0.0	0.0	11	73.3	12	30	
<b>TOTAL SAN DIEGO</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>16.7</b>	<b>46.7</b>	<b>13.3</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>9</b>	<b>85.0</b>	<b>6</b>	<b>60</b>	
SAN FRANCISCO																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	18.3	48.3	13.3	11.7	1.7	5.0	0.0	1.7	0.0	0.0	14	85.0	9	60	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	21.7	51.7	15.0	5.0	5.0	0.0	0.0	1.7	0.0	19	83.3	9	60	
		HEATHROW	UNITED AIRLINES	S	A	60	0	0	26.7	31.7	21.7	13.3	1.7	3.3	0.0	1.7	0.0	0.0	12	60.0	26	60	
		HEATHROW	UNITED AIRLINES	S	D	60	0	0	0.0	46.7	40.0	3.3	6.7	3.3	0.0	0.0	0.0	0.0	8	80.0	12	60	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	20.0	26.7	38.3	5.0	5.0	3.3	0.0	1.7	0.0	0.0	14	78.8	12	52	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	0.0	35.0	51.7	6.7	1.7	5.0	0.0	0.0	0.0	0.0	9	70.6	23	51	
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	7.7	38.5	23.1	7.7	15.4	7.7	0.0	0.0	0.0	39	22.2	48	9	
		MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	0.0	50.0	0.0	8.3	16.7	25.0	0.0	0.0	0.0	61	66.7	34	9	
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	15.4	23.1	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	9	83.3	5	12	
		MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	15.4	61.5	7.7	0.0	7.7	7.7	0.0	0.0	0.0	20	76.9	18	13	
<b>TOTAL SAN FRANCISCO</b>						<b>411</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>32.1</b>	<b>37.5</b>	<b>9.2</b>	<b>4.1</b>	<b>4.9</b>	<b>1.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.1</b>	<b>16</b>	<b>386</b>
SAN JOSE																							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	33.3	38.9	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	9	96.7	3	30	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	1	0.0	21.1	57.9	15.8	0.0	0.0	0.0	0.0	0.0	5.3	8	96.7	3	30	
<b>TOTAL SAN JOSE</b>						<b>36</b>	<b>0</b>	<b>1</b>	<b>16.2</b>	<b>29.7</b>	<b>37.8</b>	<b>8.1</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>96.7</b>	<b>3</b>	<b>60</b>
SAN JOSE COST RICA																							
		GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	12.5	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	14	22.2	38	9	
		GATWICK	BRITISH AIRWAYS PLC	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	9	75.0	11	8	
<b>TOTAL SAN JOSE COST RICA</b>						<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>41.2</b>	<b>17.6</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>47.1</b>	<b>25</b>	<b>17</b>
SANDEFJORD(TORP)																							
		BELFAST INTERNATIONAL	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	30	1	
		BELFAST INTERNATIONAL	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	
		STANSTED	RYANAIR	S	A	17	0	0	0.0	11.8	23.5	23.5	23.5	17.6	0.0	0.0	0.0	0.0	28	76.5	28	17	
		STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	41.2	35.3	17.6	5.9	0.0	0.0	0.0	0.0	23	64.7	14	17	
		MANCHESTER	RYANAIR	S	A	17	0	0	17.6	35.3	23.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	12	88.9	3	9	



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

		Origin/Destinations: S																	JUN 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
								4.4	16.2	32.4	19.1	19.1	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	RYANAIR	S	D	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	20	100.0	3	9
<b>TOTAL SANDEFJORD (TORP)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>16.2</b>	<b>32.4</b>	<b>19.1</b>	<b>19.1</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>21</b>	<b>77.8</b>	<b>15</b>	<b>54</b>
SANFORD																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	40.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	26	60.0	35	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	17	5
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	36	75.0	6	4
	BRISTOL	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	8	66.7	16	3
	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	7	75.0	11	4
	EAST MIDLANDS INTERNATIONAL	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	7	33.3	32	3
	EDINBURGH	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	73	100.0	0	1
	GLASGOW	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	9	83.3	3	6
	GLASGOW	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	85.7	5	7
	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	5	9
	GATWICK	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	8	75.0	13	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	60	57.1	34	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	43	35.7	53	14
	NEWCASTLE	TUI AIRWAYS LTD	S	A	6	0	0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	50	85.7	4	7
	NEWCASTLE	TUI AIRWAYS LTD	S	D	6	0	0	0.0	16.7	33.3	16.7	0.0	0.0	16.7	16.7	0.0	0.0	0.0	76	57.1	12	7
<b>TOTAL SANFORD</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>14.9</b>	<b>48.3</b>	<b>12.6</b>	<b>9.2</b>	<b>6.9</b>	<b>2.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>64.9</b>	<b>21</b>	<b>96</b>
SANTA CLARA																						
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	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	23	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	0.0	112	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	50.0	21	4
<b>TOTAL SANTA CLARA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>0.0</b>	<b>55.6</b>	<b>11.1</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>0.0</b>	<b>24</b>	<b>25.0</b>	<b>67</b>	<b>8</b>
SANTA CRUZ DE LA PALMA																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20	60.0	28	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	19	60.0	38	5
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	25	5

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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
		MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	6	5					
<b>TOTAL SANTA CRUZ DE LA PALMA</b>						<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>10.5</b>	<b>31.6</b>	<b>21.1</b>	<b>26.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.2</b>	<b>22</b>	<b>22</b>					
SANTANDER																												
		EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	17	87.5	3	8						
		EDINBURGH	RYANAIR	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	16	87.5	4	8						
		STANSTED	RYANAIR	S	A	21	0	0	4.8	9.5	19.0	4.8	28.6	28.6	4.8	0.0	0.0	0.0	45	50.0	23	21						
		STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	4.8	38.1	19.0	33.3	4.8	0.0	0.0	0.0	50	40.9	27	22						
<b>TOTAL SANTANDER</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>5.2</b>	<b>22.4</b>	<b>22.4</b>	<b>22.4</b>	<b>22.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>56.7</b>	<b>19</b>	<b>59</b>					
SANTIAGO DE CHILE																												
		HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	1	29.4	29.4	35.3	0.0	0.0	0.0	0.0	0.0	0.0	5.9	2	82.4	7	17						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	1	0.0	5.9	70.6	17.6	0.0	0.0	0.0	0.0	0.0	5.9	7	64.7	12	17						
<b>TOTAL SANTIAGO DE CHILE</b>						<b>32</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>17.6</b>	<b>52.9</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>5.9</b>	<b>5</b>	<b>73.5</b>	<b>10</b>	<b>34</b>						
SANTIAGO DE COMPOSTELA (SPAIN)																												
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	16.7	38.9	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	10	100.0	3	17						
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	33.3	55.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	9	88.2	4	17						
		GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	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	69.2	11	13						
		STANSTED	RYANAIR	S	A	21	0	0	14.3	71.4	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	21						
		STANSTED	RYANAIR	S	D	21	0	0	0.0	14.3	42.9	23.8	9.5	9.5	0.0	0.0	0.0	0.0	22	95.2	5	21						
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>						<b>78</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>39.7</b>	<b>33.3</b>	<b>10.3</b>	<b>3.8</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.2</b>	<b>5</b>	<b>102</b>						
SAO PAULO (GUARULHOS)																												
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	46.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	30						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	46.7	20.0	10.0	6.7	3.3	0.0	0.0	0.0	21	83.3	7	30						
		HEATHROW	TAM LINHAS AEREAS	S	A	43	0	1	29.5	15.9	25.0	20.5	2.3	4.5	0.0	0.0	0.0	2.3	12	90.0	10	30						
		HEATHROW	TAM LINHAS AEREAS	S	D	43	0	2	0.0	33.3	48.9	8.9	2.2	2.2	0.0	0.0	0.0	4.4	9	86.7	6	30						
<b>TOTAL SAO PAULO (GUARULHOS)</b>						<b>146</b>	<b>0</b>	<b>3</b>	<b>15.4</b>	<b>26.8</b>	<b>35.6</b>	<b>12.8</b>	<b>3.4</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>11</b>	<b>90.0</b>	<b>6</b>	<b>120</b>					
SATU MARE																												
		LUTON	WIZZ AIR	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	11.1	0.0	11.1	0.0	0.0	64	87.5	4	8						

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	9	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	29	62.5	12	8
<b>TOTAL SATU MARE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>75.0</b>	<b>8</b>	<b>16</b>
SCATSTA																						
	ABERDEEN	EASTERN AIRWAYS	S	A	17	0	12	31.0	0.0	10.3	3.4	3.4	0.0	0.0	10.3	0.0	0.0	41.4	47	0.0	0	0
	ABERDEEN	EASTERN AIRWAYS	S	D	21	0	12	3.0	27.3	12.1	9.1	3.0	3.0	6.1	0.0	0.0	0.0	36.4	28	0.0	0	0
<b>TOTAL SCATSTA</b>					<b>38</b>	<b>0</b>	<b>24</b>	<b>16.1</b>	<b>14.5</b>	<b>11.3</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>38.7</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SEATTLE (TACOMA)																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	11.8	41.2	11.8	11.8	5.9	11.8	0.0	5.9	0.0	0.0	0.0	33	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	0.0	76.5	11.8	5.9	0.0	0.0	5.9	0.0	0.0	0.0	30	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	17.3	44.2	19.2	3.8	7.7	1.9	1.9	3.8	0.0	0.0	0.0	18	80.4	10	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	19.2	61.5	7.7	5.8	1.9	0.0	3.8	0.0	0.0	0.0	19	80.8	11	52
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	36.7	46.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	44.4	19	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	50.0	43.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	74.1	17	27
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	0.0	33.3	11.1	11.1	33.3	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	62.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL SEATTLE (TACOMA)</b>					<b>215</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.6</b>	<b>38.6</b>	<b>5.6</b>	<b>5.1</b>	<b>4.2</b>	<b>0.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.2</b>	<b>13</b>	<b>157</b>
SEINAJOKI																						
	LUTON	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	0.0	29	1
<b>TOTAL SEINAJOKI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>
SEOUL (INCHEON)																						
	GLASGOW	KOREAN AIR	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	GLASGOW	KOREAN 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	9	0.0	0	0
	HEATHROW	ASIANA AIRLINES	S	A	30	0	0	43.3	33.3	16.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	13.3	50	30
	HEATHROW	ASIANA AIRLINES	S	D	30	0	0	0.0	16.7	73.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	17	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	30.0	46.7	6.7	6.7	6.7	0.0	0.0	3.3	0.0	0.0	0.0	12	100.0	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	26.7	46.7	6.7	6.7	6.7	3.3	3.3	0.0	0.0	0.0	29	76.7	12	30
	HEATHROW	KOREAN AIR	S	A	30	0	0	3.3	13.3	33.3	36.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	17	76.7	12	30
	HEATHROW	KOREAN AIR	S	D	30	0	0	0.0	16.7	60.0	13.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	9	30
<b>TOTAL SEOUL (INCHEON)</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>25.1</b>	<b>39.3</b>	<b>13.7</b>	<b>6.6</b>	<b>1.1</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.3</b>	<b>17</b>	<b>180</b>
SEVILLE																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	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	8	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0									
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	25.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0									
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	0.0	12	0.0	0	0									
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	37.5	0.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0									
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	0.0	62.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0									
GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	10.0	36.7	26.7	13.3	6.7	0.0	3.3	3.3	0.0	0.0	0.0	0.0	22	88.5	6	26									
GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	46.7	23.3	10.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	24	69.2	12	26									
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	20.0	30.0	16.7	16.7	6.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	73.3	18	30									
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	30.0	43.3	10.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	14	76.7	15	30									
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	14.3	35.7	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0									
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	57.1	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0									
STANSTED	RYANAIR	S	A	30	0	0	3.3	13.3	20.0	30.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	27	76.7	10	30									
STANSTED	RYANAIR	S	D	30	0	0	0.0	3.3	50.0	26.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	90.0	6	30									
MANCHESTER	RYANAIR	S	A	13	0	0	7.7	30.8	46.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0									
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	76.9	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0									
<b>TOTAL SEVILLE</b>				<b>284</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>20.8</b>	<b>35.9</b>	<b>18.0</b>	<b>12.7</b>	<b>6.3</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.1</b>	<b>11</b>	<b>172</b>									
SEYCHELLES																															
HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	12.5	37.5	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0									
HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0									
<b>TOTAL SEYCHELLES</b>				<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</b>	<b>11.8</b>	<b>23.5</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>									
SHANGHAI (PU DONG)																															
HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	30.2	30.2	32.6	2.3	2.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	6	73.8	59	42									
HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	18.6	51.2	16.3	9.3	2.3	0.0	2.3	0.0	0.0	0.0	0.0	17	79.1	13	43									
HEATHROW	CHINA EASTERN AIRLINES	S	A	30	0	0	10.0	16.7	46.7	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	53.3	30	30									
HEATHROW	CHINA EASTERN AIRLINES	S	D	30	0	0	0.0	53.3	36.7	3.3	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	11	86.7	12	30									
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	46.7	23.3	16.7	6.7	3.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8	73.3	68	30									
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	43.3	40.0	13.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	13	30									
<b>TOTAL SHANGHAI (PU DONG)</b>				<b>206</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>30.1</b>	<b>37.9</b>	<b>9.7</b>	<b>4.9</b>	<b>1.0</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>10</b>	<b>73.2</b>	<b>33</b>	<b>205</b>									

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

		Origin/Destinations: S																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
SHANNON	BIRMINGHAM	STOBART AIR	S	A	30	0	0	23.3	46.7	20.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	43.3	25	30
	BIRMINGHAM	STOBART AIR	S	D	30	0	0	0.0	33.3	43.3	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	26.7	35	30
	BRISTOL	RYANAIR	S	A	8	0	0	37.5	12.5	25.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	24	0.0	0	0
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	28	0.0	0	0
	EDINBURGH	AER LINGUS	S	A	25	0	0	8.0	24.0	40.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	12	26
	EDINBURGH	AER LINGUS	S	D	25	0	0	0.0	32.0	48.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	8	26
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	46.2	38.5	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	RYANAIR	S	A	30	0	0	3.3	36.7	30.0	10.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	18	83.3	6	30
	GATWICK	RYANAIR	S	D	30	0	0	0.0	3.3	40.0	26.7	13.3	13.3	3.3	0.0	0.0	0.0	0.0	29	56.7	16	30
	HEATHROW	AER LINGUS	S	A	90	0	0	48.9	42.2	5.6	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.2	4	90
	HEATHROW	AER LINGUS	S	D	90	0	0	3.3	55.6	35.6	4.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	3	92.2	5	90
	STANSTED	RYANAIR	S	A	52	0	0	0.0	11.5	34.6	7.7	15.4	26.9	1.9	1.9	0.0	0.0	0.0	44	82.7	13	52
	STANSTED	RYANAIR	S	D	52	0	0	0.0	0.0	11.5	13.5	36.5	30.8	7.7	0.0	0.0	0.0	0.0	58	59.6	15	52
	MANCHESTER	RYANAIR	S	A	25	0	0	4.0	40.0	28.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	14	66.7	16	18
	MANCHESTER	RYANAIR	S	D	25	0	0	0.0	12.0	48.0	24.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	23	61.1	16	18
<b>TOTAL SHANNON</b>					<b>546</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>31.8</b>	<b>27.9</b>	<b>10.2</b>	<b>8.6</b>	<b>7.7</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>74.2</b>	<b>12</b>	<b>493</b>
SIBIU	LUTON	WIZZ AIR	S	A	23	0	0	0.0	13.0	43.5	4.3	34.8	4.3	0.0	0.0	0.0	0.0	0.0	21	86.4	7	22
	LUTON	WIZZ AIR	S	D	23	0	0	0.0	0.0	26.1	34.8	30.4	8.7	0.0	0.0	0.0	0.0	0.0	30	72.7	18	22
<b>TOTAL SIBIU</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.5</b>	<b>34.8</b>	<b>19.6</b>	<b>32.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>79.5</b>	<b>12</b>	<b>44</b>
SINGAPORE	GATWICK	BRITISH AIRWAYS PLC	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	23.5	29.4	11.8	5.9	11.8	5.9	11.8	0.0	0.0	0.0	0.0	32	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	0.0	41.2	17.6	17.6	5.9	17.6	0.0	0.0	0.0	0.0	45	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	40.0	20.0	10.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	11	90.0	34	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	13.3	56.7	13.3	6.7	0.0	6.7	3.3	0.0	0.0	0.0	28	64.5	58	31
	HEATHROW	SINGAPORE AIRLINES	S	A	120	0	0	12.5	35.8	33.3	7.5	8.3	0.8	0.8	0.8	0.0	0.0	0.0	11	65.8	15	120

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											JUN 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
	HEATHROW	SINGAPORE AIRLINES	S	D	119	0	0	0.0	20.2	52.1	17.6	8.4	1.7	0.0	0.0	0.0	0.0	0.0	12	81.7	11	120	
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	27.3	50.0	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	6	21		
	MANCHESTER	SINGAPORE AIRLINES	S	D	21	0	0	0.0	23.8	52.4	14.3	9.5	0.0	0.0	0.0	0.0	0.0	9	85.7	7	21		
<b>TOTAL SINGAPORE</b>					<b>376</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>27.6</b>	<b>39.5</b>	<b>11.9</b>	<b>8.0</b>	<b>1.3</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>14</b>	<b>75.8</b>	<b>18</b>	<b>343</b>	
SKIATHOS	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	19	88.9	12	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	19	44.4	21	9		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	12	4		
	BRISTOL	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	7	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	27	60.0	19	5		
	GATWICK	ENTER AIR	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	5	50.0	17	5		
	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	100.0	4	5		
	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	80.0	10	5		
	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	40.0	39	5		
	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	25.0	18	3		
	GATWICK	SMALL PLANET AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	1	7.7	0.0	7.7	15.4	0.0	61.5	0.0	0.0	0.0	0.0	7.7	63	62.5	17	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	53.8	23.1	15.4	0.0	7.7	0.0	0.0	0.0	25	87.5	14	8		
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	25	33.3	22	9		
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	22	77.8	13	9		
	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
	LONDON CITY	BA CITYFLYER LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	3		
	LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	46	40.0	28	5		
	LUTON	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	29	80.0	8	5		
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.0	51	5		
	STANSTED	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	11	60.0	23	5		

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	EUROPE AIRPOST	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	28	20.0	31	5	
	MANCHESTER	EUROPE AIRPOST	C	D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	21	20.0	47	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	38.5	23.1	15.4	0.0	7.7	7.7	0.0	7.7	0.0	0.0	0.0	25	69.2	20	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	23	53.8	31	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	32	66.7	10	9	
	MANCHESTER	TUI AIRWAYS LTD	C	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	25	88.9	5	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	8	5		
	NEWCASTLE	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	12	40.0	23	5	
<b>TOTAL SKIATHOS</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>12.9</b>	<b>39.4</b>	<b>17.6</b>	<b>10.0</b>	<b>11.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>24</b>	<b>62.4</b>	<b>19</b>	<b>176</b>	
SKOPJE																							
	LUTON	WIZZ AIR	S	A	21	0	0	19.0	47.6	19.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	21	
	LUTON	WIZZ AIR	S	D	21	0	0	0.0	0.0	14.3	52.4	28.6	0.0	4.8	0.0	0.0	0.0	0.0	34	61.9	18	21	
<b>TOTAL SKOPJE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>23.8</b>	<b>16.7</b>	<b>33.3</b>	<b>14.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>81.0</b>	<b>10</b>	<b>42</b>	
SOFIA																							
	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	15.4	30.8	23.1	0.0	23.1	7.7	0.0	0.0	0.0	0.0	39	84.6	7	13	
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	23.1	15.4	23.1	7.7	23.1	7.7	0.0	0.0	0.0	68	38.5	28	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	9	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	15.4	33	13		
	BRISTOL	BULGARIA 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		
	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	80.0	7	10		
	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	70.0	22	10		
	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	88.9	3	9		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	9		
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	36	50.0	19	8	
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	12.5	50.0	12.5	0.0	12.5	0.0	0.0	0.0	58	37.5	25	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	55.6	0.0	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	77.8	8	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	36	55.6	16	9	
	GATWICK	BULGARIA 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	26	1		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	6.9	27.6	24.1	13.8	17.2	6.9	3.4	0.0	0.0	0.0	0.0	24	60.0	18	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	0.0	13.8	72.4	0.0	6.9	6.9	0.0	0.0	0.0	0.0	0.0	12	86.7	9	30	
	GATWICK	THY TURKISH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1		
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JUN 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	BRITISH AIRWAYS PLC	S	A	30	0	0	3.3	26.7	23.3	30.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	18	90.0	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	6.7	83.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	93.3	4	30
	HEATHROW	BULGARIA AIR	S	A	22	0	0	0.0	54.5	36.4	0.0	4.5	0.0	4.5	0.0	0.0	0.0	0.0	10	66.7	13	21
	HEATHROW	BULGARIA AIR	S	D	22	0	0	0.0	0.0	68.2	13.6	0.0	13.6	4.5	0.0	0.0	0.0	0.0	26	38.1	30	21
	LUTON	WIZZ AIR	S	A	72	0	0	22.2	36.1	25.0	6.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	90.4	6	73
	LUTON	WIZZ AIR	S	D	72	0	0	0.0	4.2	36.1	27.8	27.8	4.2	0.0	0.0	0.0	0.0	0.0	26	72.6	20	73
	STANSTED	RYANAIR	S	A	60	0	0	0.0	6.7	26.7	28.3	16.7	13.3	6.7	1.7	0.0	0.0	0.0	40	78.3	15	60
	STANSTED	RYANAIR	S	D	60	0	0	0.0	3.3	48.3	28.3	10.0	6.7	3.3	0.0	0.0	0.0	0.0	25	83.3	11	60
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	70.6	15	17
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	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	76.5	17	17
<b>TOTAL SOFIA</b>					<b>513</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>16.0</b>	<b>39.6</b>	<b>17.7</b>	<b>13.1</b>	<b>6.6</b>	<b>2.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.7</b>	<b>14</b>	<b>589</b>
<b>SOUTHAMPTON</b>																						
	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	53.3	30	45
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.2	13	41
	ABERDEEN	FLYBE LTD	S	A	2	0	40	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	95.2	35	100.0	0	8
	ABERDEEN	FLYBE LTD	S	D	1	0	40	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	97.6	50	87.5	11	8
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	88	0	0	5.7	51.1	27.3	6.8	3.4	4.5	1.1	0.0	0.0	0.0	0.0	10	78.2	9	87
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	90	0	1	1.1	28.6	51.6	6.6	3.3	6.6	1.1	0.0	0.0	0.0	1.1	12	77.9	9	86
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	1
	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	100.0	0	1
	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	0	5
	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	75.0	7	4
	EDINBURGH	FLYBE LTD	S	A	110	0	0	5.5	30.9	41.8	9.1	6.4	4.5	0.0	1.8	0.0	0.0	0.0	16	79.0	18	165
	EDINBURGH	FLYBE LTD	S	D	111	0	0	0.0	20.7	59.5	9.9	6.3	1.8	1.8	0.0	0.0	0.0	0.0	13	78.0	18	168
	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	0.0	0	100.0	5	4
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	36	4
	GLASGOW	FLYBE LTD	S	A	122	0	2	4.0	37.9	25.8	12.9	8.9	5.6	3.2	0.0	0.0	0.0	1.6	18	78.3	11	161
	GLASGOW	FLYBE LTD	S	D	122	0	2	0.0	21.0	47.6	8.9	12.1	6.5	1.6	0.8	0.0	0.0	1.6	19	81.0	11	163
	JERSEY	BLUE ISLANDS LIMITED	S	A	86	0	1	10.3	54.0	25.3	3.4	3.4	2.3	0.0	0.0	0.0	0.0	1.1	6	83.9	8	86
	JERSEY	BLUE ISLANDS LIMITED	S	D	85	0	0	0.0	45.9	38.8	8.2	2.4	4.7	0.0	0.0	0.0	0.0	0.0	8	82.4	10	85
	JERSEY	FLYBE LTD	S	A	56	0	2	0.0	43.1	31.0	5.2	6.9	10.3	0.0	0.0	0.0	0.0	3.4	14	79.7	13	64



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	JERSEY	FLYBE LTD	S	D	56	0	2	0.0	32.8	36.2	8.6	8.6	10.3	0.0	0.0	0.0	0.0	3.4	16	65.6	22	64	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	43	0	35	37.2	3.8	6.4	2.6	2.6	1.3	1.3	0.0	0.0	0.0	44.9	9	74.7	15	75	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	42	0	37	0.0	8.9	30.4	7.6	3.8	1.3	0.0	1.3	0.0	0.0	46.8	15	60.2	23	77	
	MANCHESTER	FLYBE LTD	S	A	128	0	1	2.3	44.2	25.6	8.5	8.5	8.5	0.8	0.8	0.0	0.0	0.8	18	76.8	12	137	
	MANCHESTER	FLYBE LTD	S	D	129	0	1	0.0	13.8	56.9	8.5	8.5	6.9	3.1	1.5	0.0	0.0	0.8	23	85.5	9	137	
	NEWCASTLE	FLYBE LTD	S	A	75	0	1	6.6	57.9	18.4	3.9	5.3	6.6	0.0	0.0	0.0	0.0	1.3	10	86.1	5	108	
	NEWCASTLE	FLYBE LTD	S	D	75	0	1	0.0	21.1	50.0	11.8	9.2	6.6	0.0	0.0	0.0	0.0	1.3	15	85.2	9	108	
<b>TOTAL SOUTHAMPTON</b>					<b>1424</b>	<b>0</b>	<b>166</b>	<b>4.0</b>	<b>30.0</b>	<b>35.1</b>	<b>7.5</b>	<b>6.2</b>	<b>5.2</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.4</b>	<b>15</b>	<b>78.4</b>	<b>13</b>	<b>1892</b>	
SOUTHEND																							
	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	13	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	43	1	
	BIRMINGHAM	STOBART AIR	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	
	GLASGOW	FLYBE LTD	S	A	45	0	4	0.0	22.4	10.2	28.6	16.3	10.2	2.0	2.0	0.0	0.0	8.2	33	0.0	0	0	
	GLASGOW	FLYBE LTD	S	D	45	0	4	0.0	18.4	22.4	18.4	18.4	10.2	2.0	2.0	0.0	0.0	8.2	34	0.0	0	0	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	28.6	7.1	28.6	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	82.4	18	17	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	14.3	21.4	14.3	7.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	25	76.5	25	17	
	GATWICK	STOBART AIR	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	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	100.0	0	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	47	2	
	MANCHESTER	FLYBE LTD	S	A	74	0	2	1.3	19.7	53.9	6.6	5.3	7.9	2.6	0.0	0.0	0.0	2.6	18	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	D	75	0	1	0.0	23.7	56.6	9.2	2.6	3.9	2.6	0.0	0.0	0.0	1.3	12	0.0	0	0	
<b>TOTAL SOUTHEND</b>					<b>271</b>	<b>0</b>	<b>11</b>	<b>2.5</b>	<b>20.2</b>	<b>37.6</b>	<b>13.8</b>	<b>11.7</b>	<b>7.4</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>22</b>	<b>75.0</b>	<b>22</b>	<b>40</b>	
SPLIT																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	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	37	37.5	202	8	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	7	8	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BIRMINGHAM	JET2.COM 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	8	0.0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	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	50.0	25	2	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	0.0	28.6	28.6	33.3	0.0	9.5	0.0	0.0	0.0	0.0	0.0	17	94.1	8	17	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	4.8	38.1	38.1	14.3	4.8	0.0	0.0	0.0	0.0	0.0	19	76.5	14	17	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	5	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4	
	EDINBURGH	JET2.COM LTD	S	A	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	22	77.8	15	9	
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	12	9	
	GLASGOW	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	214	1	
	GLASGOW	EASYJET AIRLINE COMPANY 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	10	87.5	7	8	
	GLASGOW	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	75.0	7	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	27	100.0	1	8	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	23	75.0	7	8	
	GATWICK	CROATIA AIRLINES	S	A	9	0	0	0.0	11.1	11.1	22.2	0.0	44.4	11.1	0.0	0.0	0.0	0.0	60	77.8	8	9	
	GATWICK	CROATIA AIRLINES	S	D	9	0	0	0.0	0.0	11.1	22.2	11.1	55.6	0.0	0.0	0.0	0.0	0.0	71	44.4	27	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	1.7	25.4	28.8	13.6	13.6	8.5	5.1	1.7	0.0	0.0	1.7	32	63.2	23	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	0.0	19.0	53.4	13.8	10.3	1.7	1.7	0.0	0.0	0.0	0.0	13	70.2	14	57	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	3	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	11.1	0.0	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	38	62.5	22	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	17	62.5	14	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	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	80.0	9	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	40.0	15	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	0.0	33.3	23.8	33.3	4.8	0.0	4.8	0.0	0.0	0.0	0.0	20	76.5	9	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	23.8	66.7	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	9	17	
	HEATHROW	CROATIA AIRLINES	S	A	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	51	50.0	16	4	
	HEATHROW	CROATIA AIRLINES	S	D	0	0	0	0.0	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	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	0.0	8.3	20.8	20.8	29.2	12.5	8.3	0.0	0.0	0.0	0.0	42	70.0	16	20	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JUN 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	13.0	39.1	13.0	17.4	13.0	4.3	0.0	0.0	0.0	0.0	29	75.0	11	20					
LUTON	WIZZ AIR	S	A	29	0	0	6.9	17.2	20.7	17.2	13.8	24.1	0.0	0.0	0.0	0.0	0.0	34	28.6	43	14					
LUTON	WIZZ AIR	S	D	30	0	0	0.0	6.7	43.3	10.0	20.0	16.7	3.3	0.0	0.0	0.0	0.0	33	35.7	39	14					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	5.9	35.3	23.5	5.9	17.6	0.0	5.9	0.0	0.0	0.0	5.9	20	88.2	5	17					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	52.9	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.4	10	17					
STANSTED	JET2.COM LTD	S	A	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0					
STANSTED	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	8	0.0	0	0					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	23.1	23.1	7.7	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	27	50.0	28	8					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	61.5	0.0	15.4	7.7	7.7	0.0	0.0	0.0	0.0	29	50.0	31	8					
MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	46.2	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	84.6	10	13					
MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	84.6	10	13					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	23.1	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	19	88.9	6	9					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	61.5	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	21	100.0	7	9					
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	21	5					
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	25	5					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	4	2					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	2					
<b>TOTAL SPLIT</b>				<b>629</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>21.7</b>	<b>38.7</b>	<b>15.8</b>	<b>11.3</b>	<b>7.6</b>	<b>2.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>22</b>	<b>70.8</b>	<b>19</b>	<b>489</b>					
ST JOHNS																										
GATWICK	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	0.0	1	0.0	0	0					
HEATHROW	AIR CANADA	S	A	30	0	1	19.4	19.4	22.6	12.9	9.7	6.5	3.2	3.2	0.0	0.0	3.2	27	90.0	10	30					
HEATHROW	AIR CANADA	S	D	29	0	1	0.0	70.0	23.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	2	90.0	8	30					
<b>TOTAL ST JOHNS</b>				<b>60</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>43.5</b>	<b>24.2</b>	<b>8.1</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>14</b>	<b>90.0</b>	<b>9</b>	<b>60</b>					
ST KITTS																										
GATWICK	BRITISH AIRWAYS PLC	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	2	100.0	2	8					
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	10	8					
<b>TOTAL ST KITTS</b>				<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>76.5</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>16</b>					
ST LUCIA (HEWANORRA)																										
GATWICK	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	57	80.0	5	5					
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	80.0	9	5					
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	75.0	9	4					

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

		Origin/Destinations: S																	JUN 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	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	72.7	9	9
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>38.5</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>76.0</b>	<b>8</b>	<b>23</b>
ST MAARTEN																						
	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	3	1
<b>TOTAL ST MAARTEN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
ST PETERSBURG																						
	BIRMINGHAM	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	5	0.0	0	0
	GATWICK	ROSSIYA AIRLINES	S	A	30	0	0	6.7	46.7	30.0	13.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	ROSSIYA AIRLINES	S	D	30	0	0	0.0	50.0	36.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	40.0	30.0	16.7	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	7	76.7	24	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	26.7	63.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	86.7	7	30
	LUTON	LUXAVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	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 ST PETERSBURG</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>38.0</b>	<b>37.2</b>	<b>7.4</b>	<b>4.1</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>6</b>	<b>82.3</b>	<b>15</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	0	100.0	8	1
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	113	0	0	1.8	22.1	30.1	27.4	10.6	6.2	0.9	0.9	0.0	0.0	0.0	20	69.6	18	112
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	114	0	0	0.0	11.4	45.6	17.5	17.5	6.1	0.9	0.9	0.0	0.0	0.0	22	62.5	22	112
	BELFAST INTERNATIONAL	RYANAIR	S	A	85	0	0	5.9	22.4	31.8	21.2	14.1	4.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	D	85	0	0	0.0	18.8	56.5	10.6	11.8	1.2	0.0	1.2	0.0	0.0	0.0	14	0.0	0	0
	BELFAST INTERNATIONAL	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BELFAST INTERNATIONAL	WOW 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
	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	1	1
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	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	45	0.0	0	0

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

		Origin/Destinations: S																	JUN 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
	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	40	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	245	1
	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	4	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	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	48	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	17	1
	BRISTOL	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	18	1
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	104	0	1	1.9	25.7	18.1	20.0	12.4	11.4	4.8	4.8	0.0	0.0	1.0	40	50.9	26	108
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	104	0	1	0.0	23.8	28.6	17.1	11.4	8.6	4.8	4.8	0.0	0.0	1.0	36	59.3	24	108
	EDINBURGH	RYANAIR	S	A	111	0	0	0.0	7.2	14.4	16.2	23.4	33.3	3.6	1.8	0.0	0.0	0.0	51	66.7	17	114
	EDINBURGH	RYANAIR	S	D	110	0	0	0.0	7.3	31.8	18.2	25.5	14.5	0.0	2.7	0.0	0.0	0.0	35	66.7	16	114
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	0.0	17.1	40.2	25.6	7.3	8.5	0.0	1.2	0.0	0.0	0.0	23	66.2	15	74
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	0.0	26.8	41.5	18.3	4.9	7.3	0.0	1.2	0.0	0.0	0.0	18	77.0	11	74
	GLASGOW	RYANAIR	S	A	71	0	1	0.0	15.3	26.4	18.1	27.8	8.3	2.8	0.0	0.0	0.0	1.4	31	69.2	15	78
	GLASGOW	RYANAIR	S	D	71	0	1	0.0	16.7	27.8	20.8	18.1	8.3	6.9	0.0	0.0	0.0	1.4	31	71.8	15	78
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	70	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	79	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	113	1
	LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
	LUTON	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	125	1
<b>TOTAL STANSTED</b>					<b>1145</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>17.6</b>	<b>32.2</b>	<b>19.2</b>	<b>15.6</b>	<b>10.4</b>	<b>2.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>29</b>	<b>64.9</b>	<b>19</b>	<b>987</b>
STAVANGER																						
	ABERDEEN	SAS	S	A	44	0	5	0.0	32.7	34.7	12.2	2.0	8.2	0.0	0.0	0.0	0.0	10.2	14	78.6	9	56
	ABERDEEN	SAS	S	D	44	0	5	4.1	40.8	26.5	8.2	2.0	8.2	0.0	0.0	0.0	0.0	10.2	13	81.8	7	55
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	39	0	2	2.4	53.7	34.1	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4.9	2	79.5	6	39
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	39	0	2	0.0	53.7	36.6	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4.9	2	79.5	6	39
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	1	9

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	23	0	0	4.3	56.5	30.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.8	11	24
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	23	0	0	0.0	34.8	52.2	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	15	24
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	30
	HEATHROW	SAS	S	A	44	0	2	8.7	34.8	30.4	17.4	2.2	2.2	0.0	0.0	0.0	0.0	4.3	10	72.3	14	47
	HEATHROW	SAS	S	D	44	0	2	0.0	67.4	19.6	6.5	0.0	2.2	0.0	0.0	0.0	0.0	4.3	4	72.3	11	47
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	NEWCASTLE	BMI REGIONAL	S	A	21	0	0	0.0	57.1	33.3	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	7	90.5	4	21
	NEWCASTLE	BMI REGIONAL	S	D	21	0	0	0.0	33.3	57.1	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	8	76.2	14	21
<b>TOTAL STAVANGER</b>					<b>368</b>	<b>0</b>	<b>18</b>	<b>2.1</b>	<b>46.9</b>	<b>33.2</b>	<b>8.8</b>	<b>1.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>7</b>	<b>77.2</b>	<b>9</b>	<b>451</b>
STOCKHOLM (ARLANDA)																						
	BIRMINGHAM	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	4	0.0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	15	14
	BIRMINGHAM	SAS	S	A	5	0	1	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	2	0.0	0	0
	BIRMINGHAM	SAS	S	D	5	0	1	0.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	2	0.0	0	0
	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	1	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	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	36	0.0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	10	0	0	0.0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	53.8	14	13
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	10	0	0	0.0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	27	30.8	26	13
	EDINBURGH	SAS	S	A	31	0	0	0.0	9.7	45.2	22.6	16.1	6.5	0.0	0.0	0.0	0.0	0.0	21	57.1	21	28
	EDINBURGH	SAS	S	D	31	0	0	0.0	3.2	48.4	9.7	19.4	19.4	0.0	0.0	0.0	0.0	0.0	32	46.4	26	28
	ISLE OF MAN	BRAATHENS REGIONAL 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
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	127	0	0	2.4	26.8	34.6	15.0	9.4	9.4	2.4	0.0	0.0	0.0	0.0	20	64.6	22	130

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S												JUN 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
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	125	0	0	0.0	24.0	37.6	17.6	10.4	7.2	3.2	0.0	0.0	0.0	0.0	20	63.1	23	130
GATWICK	NORWEGIAN AIR SHUTTLE	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	25.0	27	4
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	4	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	32	4
GATWICK	THY TURKISH AIRLINES	C	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	9	0.0	0	0
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	0	1
HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	18.9	43.9	26.8	4.9	3.0	1.2	0.6	0.0	0.6	0.0	0.0	13	79.2	13	168
HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	0.0	37.8	45.7	9.8	6.1	0.0	0.6	0.0	0.0	0.0	0.0	8	80.4	13	168
HEATHROW	SAS	S	A	104	0	2	0.0	15.1	39.6	20.8	17.0	5.7	0.0	0.0	0.0	0.0	1.9	20	49.0	27	155
HEATHROW	SAS	S	D	103	0	3	0.0	34.0	44.3	9.4	6.6	2.8	0.0	0.0	0.0	0.0	2.8	10	70.3	17	155
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	53	0	0	0.0	15.1	47.2	26.4	9.4	1.9	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	54	0	0	0.0	38.9	48.1	13.0	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	17	0	0	5.9	11.8	11.8	17.6	29.4	23.5	0.0	0.0	0.0	0.0	0.0	38	70.6	17	17
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	17.6	35.3	0.0	17.6	29.4	0.0	0.0	0.0	0.0	0.0	35	82.4	8	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	0.0	0	88.9	5	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	88.9	4	9
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	11	1
STANSTED	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	92.9	14	14
MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	17	14
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	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	45	55.6	19	9
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	66	11.1	41	9
MANCHESTER	SAS	S	A	48	0	1	0.0	24.5	42.9	18.4	6.1	6.1	0.0	0.0	0.0	0.0	2.0	14	68.8	14	48
MANCHESTER	SAS	S	D	48	0	1	0.0	24.5	46.9	16.3	4.1	6.1	0.0	0.0	0.0	0.0	2.0	14	75.0	14	48
<b>TOTAL STOCKHOLM (ARLANDA)</b>				<b>1165</b>	<b>0</b>	<b>11</b>	<b>3.1</b>	<b>27.1</b>	<b>39.9</b>	<b>14.4</b>	<b>8.5</b>	<b>5.1</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>67.7</b>	<b>18</b>	<b>1221</b>
STOCKHOLM (SKAVSTA)																					
	STANSTED	RYANAIR	S	A	68	0	0	1.5	30.9	29.4	13.2	14.7	10.3	0.0	0.0	0.0	0.0	20	82.7	9	52

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE												JUN 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
STANSTED		RYANAIR		S	D	68	0	0	0.0	1.5	25.0	36.8	19.1	17.6	0.0	0.0	0.0	0.0	0.0	32	73.1	15	52
<b>TOTAL STOCKHOLM (SKAVSTA)</b>						<b>136</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>16.2</b>	<b>27.2</b>	<b>25.0</b>	<b>16.9</b>	<b>14.0</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>77.9</b>	<b>12</b>	<b>104</b>
STORNOWAY																							
ABERDEEN		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	12	81.8	10	22	
ABERDEEN		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	15	90.9	12	22	
ABERDEEN		FLYBE LTD		S	A	17	0	17	8.8	11.8	14.7	0.0	0.0	0.0	2.9	0.0	0.0	50.0	22	0.0	0	0	
ABERDEEN		FLYBE LTD		S	D	17	0	17	0.0	11.8	17.6	5.9	14.7	0.0	0.0	0.0	0.0	50.0	16	0.0	0	0	
EDINBURGH		LOGANAIR LTD		S	A	39	0	0	10.3	43.6	20.5	7.7	5.1	7.7	2.6	2.6	0.0	0.0	22	85.7	4	35	
EDINBURGH		LOGANAIR LTD		S	D	39	0	0	0.0	30.8	51.3	5.1	0.0	7.7	2.6	2.6	0.0	0.0	23	67.6	17	34	
GLASGOW		LOGANAIR LTD		S	A	102	0	4	11.3	40.6	14.2	8.5	7.5	8.5	3.8	1.9	0.0	0.0	24	88.0	10	100	
GLASGOW		LOGANAIR LTD		S	D	103	0	1	0.0	39.4	28.8	6.7	9.6	6.7	4.8	2.9	0.0	0.0	29	89.0	10	100	
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	
MANCHESTER		LOGANAIR 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	26	90.0	9	10	
MANCHESTER		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	33	63.6	37	11	
<b>TOTAL STORNOWAY</b>						<b>323</b>	<b>0</b>	<b>39</b>	<b>5.2</b>	<b>33.4</b>	<b>24.0</b>	<b>7.7</b>	<b>7.5</b>	<b>6.1</b>	<b>3.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10.8</b>	<b>25</b>	<b>85.1</b>	<b>11</b>	<b>335</b>
STRASBOURG																							
STANSTED		RYANAIR		S	A	7	0	0	0.0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	21	62.5	16	8	
STANSTED		RYANAIR		S	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	14	8	
<b>TOTAL STRASBOURG</b>						<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>33.3</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>15</b>	<b>68.8</b>	<b>15</b>	<b>16</b>	
STUTT GART																							
BIRMINGHAM		FLYBE LTD		S	A	46	0	0	4.3	32.6	17.4	28.3	10.9	4.3	2.2	0.0	0.0	0.0	20	82.7	9	52	
BIRMINGHAM		FLYBE LTD		S	D	46	0	0	0.0	10.9	52.2	15.2	10.9	10.9	0.0	0.0	0.0	0.0	21	75.0	16	52	
EDINBURGH		EASYJET AIRLINE COMPANY LTD		S	A	9	0	0	11.1	22.2	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	27	55.6	42	9	
EDINBURGH		EASYJET AIRLINE COMPANY LTD		S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	32	55.6	47	9	
GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	41	0	1	9.5	28.6	19.0	19.0	9.5	11.9	0.0	0.0	0.0	2.4	20	51.2	24	42	
GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	41	0	0	0.0	9.8	58.5	12.2	14.6	4.9	0.0	0.0	0.0	0.0	17	46.5	30	42	
HEATHROW		BRITISH AIRWAYS PLC		S	A	55	0	0	3.6	27.3	27.3	29.1	5.5	5.5	1.8	0.0	0.0	0.0	17	74.1	16	54	
HEATHROW		BRITISH AIRWAYS PLC		S	D	55	0	0	0.0	30.9	50.9	9.1	9.1	0.0	0.0	0.0	0.0	0.0	8	79.6	9	54	
HEATHROW		EUROWINGS LUFTVERKEHRS		S	A	70	0	5	2.7	21.3	33.3	13.3	13.3	4.0	4.0	1.3	0.0	0.0	25	0.0	0	0	
HEATHROW		EUROWINGS LUFTVERKEHRS		S	D	70	0	5	0.0	5.3	44.0	18.7	14.7	4.0	5.3	1.3	0.0	0.0	30	0.0	0	0	



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	74.4	17	78		
	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	70.5	20	78		
	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	83.3	14	12		
	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	58.3	17	12		
	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	42.9	31	14		
	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	35.7	39	14		
	MANCHESTER	RYANAIR	S	A	22	0	0	4.5	9.1	31.8	27.3	18.2	4.5	0.0	4.5	0.0	0.0	75	65.4	31	26		
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	0.0	54.5	18.2	13.6	13.6	0.0	0.0	0.0	0.0	26	50.0	19	26		
<b>TOTAL STUTTGART</b>					<b>486</b>	<b>0</b>	<b>11</b>	<b>2.4</b>	<b>18.9</b>	<b>38.0</b>	<b>18.3</b>	<b>11.9</b>	<b>5.4</b>	<b>2.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>67.4</b>	<b>20</b>	<b>574</b>	
SUCEAVA																							
	LUTON	WIZZ AIR	S	A	27	0	1	21.4	21.4	32.1	14.3	3.6	3.6	0.0	0.0	0.0	0.0	3.6	9	66.7	12	18	
	LUTON	WIZZ AIR	S	D	27	0	1	0.0	21.4	64.3	7.1	3.6	0.0	0.0	0.0	0.0	0.0	3.6	8	83.3	11	18	
<b>TOTAL SUCEAVA</b>					<b>54</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>21.4</b>	<b>48.2</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>0.0</b>	<b>3.6</b>	<b>9</b>	<b>75.0</b>	<b>11</b>	<b>36</b>	
SULAYMANIYAH INT																							
	GATWICK	IRAQI AIRWAYS	S	A	4	0	0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	9	80.0	20	5		
	GATWICK	IRAQI AIRWAYS	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	25	100.0	4	4		
<b>TOTAL SULAYMANIYAH INT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>0.0</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>13</b>	<b>9</b>		
SUMBURGH																							
	ABERDEEN	EASTERN AIRWAYS	S	A	58	1	16	38.7	8.0	6.7	5.3	6.7	4.0	0.0	8.0	0.0	1.3	21.3	34	87.1	16	70	
	ABERDEEN	EASTERN AIRWAYS	S	D	68	1	15	4.8	26.2	32.1	7.1	3.6	2.4	1.2	3.6	0.0	1.2	17.9	20	90.9	8	88	
	ABERDEEN	LOGANAIR LTD	S	A	113	0	7	13.3	41.7	20.8	4.2	8.3	4.2	0.8	0.8	0.0	0.0	5.8	14	83.8	9	130	
	ABERDEEN	LOGANAIR LTD	S	D	114	0	8	0.0	30.3	41.0	7.4	4.9	6.6	3.3	0.0	0.0	0.0	6.6	16	81.1	11	132	
	EDINBURGH	LOGANAIR LTD	S	A	92	0	7	14.1	33.3	24.2	11.1	2.0	4.0	3.0	1.0	0.0	0.0	7.1	16	78.5	17	79	
	EDINBURGH	LOGANAIR LTD	S	D	91	0	8	0.0	27.3	40.4	6.1	9.1	5.1	3.0	1.0	0.0	0.0	8.1	22	71.8	20	78	
	GLASGOW	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		
	GLASGOW	LOGANAIR LTD	S	A	37	0	3	12.5	30.0	20.0	12.5	5.0	7.5	2.5	2.5	0.0	0.0	7.5	24	80.0	15	45	
	GLASGOW	LOGANAIR LTD	S	D	39	0	2	0.0	14.6	39.0	4.9	7.3	24.4	4.9	0.0	0.0	0.0	4.9	36	71.1	20	45	
	MANCHESTER	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	100.0	0	2		
	MANCHESTER	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	1	83.3	4	6		
<b>TOTAL SUMBURGH</b>					<b>617</b>	<b>2</b>	<b>66</b>	<b>9.9</b>	<b>28.6</b>	<b>28.8</b>	<b>7.0</b>	<b>5.8</b>	<b>5.8</b>	<b>2.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.3</b>	<b>9.6</b>	<b>20</b>	<b>81.4</b>	<b>13</b>	<b>675</b>	
SYDNEY																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	50.0	23.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3	76.7	8	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	23.3	43.3	23.3	10.0	0.0	0.0	0.0	0.0	0.0	12	76.7	9	30		
	HEATHROW	QANTAS	S	A	29	0	1	13.3	20.0	40.0	3.3	13.3	3.3	0.0	0.0	3.3	0.0	3.3	25	80.0	12	30	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JUN 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	QANTAS	S	D	29	0	1	0.0	16.7	60.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	3.3	9	93.3	6	30			
<b>TOTAL SYDNEY</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>27.5</b>	<b>41.7</b>	<b>10.8</b>	<b>7.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>12</b>	<b>81.7</b>	<b>9</b>	<b>120</b>			
SZCZECIN (GOLENOW)																									
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0			
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0			
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	66.7	14	9			
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	21	77.8	8	9			
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	21	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	64.3	24	14			
	STANSTED	RYANAIR	S	A	31	0	0	6.5	16.1	19.4	16.1	16.1	16.1	6.5	3.2	0.0	0.0	0.0	40	83.3	14	30			
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	40.0	20.0	23.3	13.3	0.0	0.0	3.3	0.0	0.0	41	90.0	20	30			
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>9.5</b>	<b>25.3</b>	<b>16.8</b>	<b>24.2</b>	<b>17.9</b>	<b>2.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>77.4</b>	<b>17</b>	<b>106</b>			
SZYMANY (MAZURY)																									
	LUTON	WIZZ AIR	S	A	13	0	0	23.1	23.1	23.1	7.7	0.0	23.1	0.0	0.0	0.0	0.0	0.0	25	71.4	14	14			
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	15.4	38.5	15.4	7.7	15.4	7.7	0.0	0.0	0.0	0.0	32	64.3	17	14			
	STANSTED	RYANAIR	S	A	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	28	84.6	19	12			
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	27	84.6	16	13			
<b>TOTAL SZYMANY (MAZURY)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>15.4</b>	<b>32.7</b>	<b>17.3</b>	<b>11.5</b>	<b>15.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>75.9</b>	<b>16</b>	<b>53</b>			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: T							PERCENTAGE OF FLIGHTS LATE			JUN 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	
TAIPEI																										
	GATWICK	CHINA AIRLINES	S	A	22	0	0	0.0	22.7	18.2	31.8	18.2	9.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0				
	GATWICK	CHINA AIRLINES	S	D	22	0	0	0.0	54.5	31.8	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
	HEATHROW	EVA AIR	S	A	30	0	0	6.7	26.7	43.3	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	53.6	17	28				
	HEATHROW	EVA AIR	S	D	30	0	0	0.0	13.3	46.7	13.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	20	67.9	15	28				
<b>TOTAL TAIPEI</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>27.9</b>	<b>36.5</b>	<b>13.5</b>	<b>16.3</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>15</b>	<b>60.7</b>	<b>16</b>	<b>56</b>				
TALLIN																										
	GATWICK	AIR BALTIC	S	A	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0				
	GATWICK	AIR BALTIC	S	D	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	11.1	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	15	9				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	12	9				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	115	87.5	13	8				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	8				
	STANSTED	RYANAIR	S	A	17	0	0	5.9	23.5	41.2	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	17				
	STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	76.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	94.1	5	17				
<b>TOTAL TALLIN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>13.8</b>	<b>50.0</b>	<b>18.8</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.2</b>	<b>7</b>	<b>68</b>				
TAMPA																										
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	1	17.2	20.7	17.2	13.8	10.3	6.9	6.9	3.4	0.0	0.0	3.4	33	88.5	3	26				
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	2	0.0	16.7	43.3	10.0	13.3	3.3	6.7	0.0	0.0	0.0	6.7	23	69.2	11	26				
<b>TOTAL TAMPA</b>					<b>56</b>	<b>0</b>	<b>3</b>	<b>8.5</b>	<b>18.6</b>	<b>30.5</b>	<b>11.9</b>	<b>11.9</b>	<b>5.1</b>	<b>6.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>78.8</b>	<b>7</b>	<b>52</b>				
TAMPERE																										
	STANSTED	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				
<b>TOTAL TAMPERE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>				
TANGIERS (IBN BATUTA)																										
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	3	8				
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	6	8				
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>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>12</b>	<b>87.5</b>	<b>4</b>	<b>16</b>				
TARBES-LOURDES INTERNATIONAL																										
	BELFAST INTERNATIONAL	ALBA STAR	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	64	0.0	26	1				
	BELFAST INTERNATIONAL	ALBA STAR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
	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	0.0	24	1				
	BIRMINGHAM	AIR ONE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2				

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: T										JUN 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	
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	0.0	19	0.0	0	0						
BIRMINGHAM	TITAN AIRWAYS LTD	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	0.0	16	0.0	0	0						
BIRMINGHAM	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	0.0	27	0.0	0	0						
EDINBURGH	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	0.0	21	0.0	0	0						
EXETER	FLYBE LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
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	0.0	0	0.0	111	1						
STANSTED	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	0.0	0.0	51	0.0	0	0						
STANSTED	RYANAIR	S	A	18	0	0	0.0	27.8	27.8	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	76.9	10	13						
STANSTED	RYANAIR	S	D	18	0	0	0.0	5.6	33.3	27.8	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	84.6	9	13						
STANSTED	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	66.7	8	3						
STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	2						
DURHAM TEES VALLEY	ALBA STAR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	84	0.0	71	2						
DURHAM TEES VALLEY	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	0.0	67	1						
DURHAM TEES VALLEY	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	0.0	112	0.0	0	0						
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>				<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>12.0</b>	<b>30.0</b>	<b>26.0</b>	<b>24.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>66.7</b>	<b>18</b>	<b>39</b>						
TASHKENT																												
HEATHROW	UZBEKISTAN AIRLINES	S	A	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	0.0	17	50.0	13	6						
HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	0	12.5	25.0	12.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	8	6						
<b>TOTAL TASHKENT</b>				<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</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>17</b>	<b>58.3</b>	<b>11</b>	<b>12</b>						
TATRY-POPRAD																												
LUTON	WIZZ AIR	S	A	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	0.0	25	61.5	18	13						
LUTON	WIZZ AIR	S	D	13	0	0	0.0	7.7	53.8	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	29	46.2	21	13						
<b>TOTAL TATRY-POPRAD</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</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>53.8</b>	<b>20</b>	<b>26</b>						
TBILISI																												
EDINBURGH	GEORGIAN 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	0.0	80	0.0	0	0						
GATWICK	GEORGIAN AIRWAYS	S	A	10	0	0	60.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	5	8						
GATWICK	GEORGIAN AIRWAYS	S	D	10	0	0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	5	8						
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	100.0	0	1						
<b>TOTAL TBILISI</b>				<b>21</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>28.6</b>	<b>23.8</b>	<b>4.8</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.2</b>	<b>4</b>	<b>17</b>						
TEHRAN IMAM KHOMEINI																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	38.1	38.1	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	12	30						

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	21	0	0	0.0	19.0	52.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	30		
	HEATHROW	IRAN AIR	S	A	12	0	0	8.3	16.7	33.3	25.0	8.3	0.0	0.0	8.3	0.0	0.0	28	53.8	51	13		
	HEATHROW	IRAN AIR	S	D	12	0	0	0.0	50.0	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	9	69.2	25	13		
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>30.3</b>	<b>33.3</b>	<b>18.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.4</b>	<b>19</b>	<b>86</b>		
TEL AVIV																							
	EDINBURGH	ISRAIR LTD	C	A	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	46	0.0	0	0		
	EDINBURGH	ISRAIR LTD	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	58	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	23.5	29.6	23.5	9.9	8.6	3.7	1.2	0.0	0.0	0.0	13	90.2	4	82		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	0.0	19.8	49.4	23.5	6.2	1.2	0.0	0.0	0.0	0.0	13	71.6	13	81		
	HEATHROW	EL AL	S	A	45	0	0	13.3	33.3	28.9	8.9	6.7	2.2	4.4	2.2	0.0	0.0	20	72.3	14	47		
	HEATHROW	EL AL	S	D	45	0	0	0.0	15.6	51.1	13.3	13.3	4.4	2.2	0.0	0.0	0.0	21	56.5	19	46		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	0.0	7.3	29.1	30.9	16.4	9.1	7.3	0.0	0.0	0.0	33	43.1	31	51		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	0.0	3.6	38.2	40.0	12.7	3.6	1.8	0.0	0.0	0.0	23	62.7	16	51		
	LUTON	EL AL	S	A	43	0	1	15.9	43.2	22.7	6.8	2.3	4.5	0.0	2.3	0.0	2.3	13	90.5	4	42		
	LUTON	EL AL	S	D	43	0	1	2.3	22.7	29.5	15.9	18.2	4.5	0.0	4.5	0.0	0.0	27	75.6	12	41		
	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	23	13		
	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	14	13		
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	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	20	1		
	LUTON	WIZZ AIR	S	A	29	0	0	0.0	10.3	13.8	13.8	48.3	13.8	0.0	0.0	0.0	0.0	36	33.3	27	3		
	LUTON	WIZZ AIR	S	D	29	0	0	0.0	0.0	10.3	24.1	48.3	17.2	0.0	0.0	0.0	0.0	43	50.0	65	4		
	STANSTED	ARKIA	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	25	44.4	33	9		
	STANSTED	ARKIA	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	28	44.4	33	9		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	0.0	0.0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	57	0.0	83	9		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	43	33.3	29	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	61.5	14	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	61.5	15	13		
<b>TOTAL TEL AVIV</b>					<b>533</b>	<b>0</b>	<b>2</b>	<b>6.2</b>	<b>18.9</b>	<b>31.2</b>	<b>18.7</b>	<b>15.5</b>	<b>6.5</b>	<b>1.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>67.3</b>	<b>16</b>	<b>538</b>		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T												PERCENTAGE OF FLIGHTS LATE				JUN 2017				
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE												JUN 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	
TENERIFE (NORTE LOS RODEOS)		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	186	1				
		EAST MIDLANDS INTERNATIONAL	RYANAIR	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	218	0.0	0	0				
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</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>218</b>	<b>0.0</b>	<b>186</b>	<b>1</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	100.0	0	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	100.0	0	4					
		ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	1	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	24	0.0	0	0				
		ABERDEEN	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	32	0.0	0	0				
		BELFAST INTERNATIONAL	JET2.COM LTD	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	3	88.9	4	9				
		BELFAST INTERNATIONAL	JET2.COM 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	9	77.8	8	9				
		BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9				
		BELFAST INTERNATIONAL	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	10	100.0	2	9				
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	26	8				
		BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	14	66.7	13	9				
		BELFAST 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	9	50.0	16	4				
		BELFAST INTERNATIONAL	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	23	75.0	9	4				
		BIRMINGHAM	JET2.COM LTD	S	A	26	0	0	3.8	23.1	26.9	19.2	15.4	7.7	3.8	0.0	0.0	0.0	27	82.4	8	17				
		BIRMINGHAM	JET2.COM LTD	S	D	26	0	0	0.0	26.9	30.8	19.2	11.5	3.8	7.7	0.0	0.0	0.0	24	29.4	27	17				
		BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	38				
		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	55.3	19	38				
		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	66.7	20	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	44.4	34	9				
		BIRMINGHAM	RYANAIR	S	A	18	0	0	5.6	33.3	44.4	0.0	11.1	0.0	0.0	5.6	0.0	0.0	21	66.7	23	18				
		BIRMINGHAM	RYANAIR	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	10	77.8	11	18				
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	30.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	25	20.0	93	10				
		BIRMINGHAM	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	24	33.3	116	9				
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	0.0	29.4	52.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	13	71.4	15	14				

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C D	17	0	0	0.0	5.9	64.7	5.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	18	35.7	35	14		
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	8		
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	77.8	30	9		
BOURNEMOUTH	RYANAIR	S A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4		
BOURNEMOUTH	RYANAIR	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
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	0.0	19	75.0	53	4		
BOURNEMOUTH	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	6	4		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	16	0	0	6.3	37.5	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	24	16		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	16	0	0	0.0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	56.3	35	16		
BRISTOL	RYANAIR	S A	13	0	0	0.0	30.8	38.5	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	3	13		
BRISTOL	RYANAIR	S D	13	0	0	0.0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	8	13		
BRISTOL	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	22.2	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	13	9		
BRISTOL	THOMAS COOK AIRLINES 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	0.0	29	77.8	12	9		
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	3	5		
BRISTOL	TUI AIRWAYS LTD	C 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	0.0	21	80.0	13	5		
CARDIFF WALES	NORWEGIAN AIR INTERNATIONAL	C A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
CARDIFF WALES	NORWEGIAN AIR INTERNATIONAL	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	4	100.0	1	4		
CARDIFF WALES	RYANAIR	S A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	5		
CARDIFF WALES	RYANAIR	S D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	7	5		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C 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	1	66.7	27	9		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	9	0	0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	8	9		
CARDIFF WALES	TUI AIRWAYS LTD	C A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	4		
CARDIFF WALES	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	100.0	1	5		
DONCASTER SHEFFIELD	AIR EUROPA	C A	5	0	0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	64	100.0	2	5		
DONCASTER SHEFFIELD	AIR EUROPA	C D	5	0	0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	61	80.0	4	5		
DONCASTER SHEFFIELD	NORWEGIAN AIR INTERNATIONAL	C A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	31	4		
DONCASTER SHEFFIELD	NORWEGIAN AIR INTERNATIONAL	C D	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	36	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	22	0	0	81.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	7	22		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	22	0	0	0.0	36.4	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	59.1	16	22		

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	29	0	0	10.3	34.5	17.2	24.1	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	16	86.7	10	30		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	30	0	0	0.0	6.7	60.0	13.3	16.7	3.3	0.0	0.0	0.0	0.0	0.0	18	66.7	14	30			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	33.3	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	66.7	26	9			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	55.6	20	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	7.7	30.8	30.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	76.9	16	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	30.8	46.2	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	16	13			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	12	0	1	7.7	30.8	15.4	15.4	15.4	7.7	0.0	0.0	0.0	0.0	7.7	18	85.7	8	14			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	0.0	61.5	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	25	69.2	11	13			
EDINBURGH	JET2.COM LTD	S A	14	0	0	50.0	35.7	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	92.3	2	12			
EDINBURGH	JET2.COM LTD	S 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	14	83.3	5	12			
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	15	8			
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	50.0	26	8			
EDINBURGH	RYANAIR	S A	18	0	0	16.7	27.8	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	64.7	15	17			
EDINBURGH	RYANAIR	S D	18	0	0	0.0	5.6	55.6	0.0	22.2	11.1	0.0	0.0	5.6	0.0	0.0	88	47.1	25	17			
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	0.0	44.4	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	23	75.0	16	8			
EDINBURGH	TUI AIRWAYS LTD	C 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	32	77.8	24	9			
EXETER	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	5	75.0	43	4			
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4			
GLASGOW	JET2.COM LTD	S A	22	0	0	27.3	27.3	22.7	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9	95.2	50	21			
GLASGOW	JET2.COM LTD	S D	22	0	0	0.0	22.7	50.0	22.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	10	77.3	9	22			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	12	0	0	8.3	25.0	41.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	15	75.0	10	16			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	23.1	15.4	46.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	82.4	7	17			
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	45	58.3	25	12			
GLASGOW	TUI AIRWAYS LTD	C D	5	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	69.2	20	13			
LEEDS BRADFORD	JET2.COM LTD	S A	26	0	0	57.7	26.9	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	8	25			
LEEDS BRADFORD	JET2.COM LTD	S D	26	0	0	3.8	30.8	42.3	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	7	26			
LEEDS BRADFORD	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	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	66.7	14	9			
LEEDS BRADFORD	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	91.7	2	12			



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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			
LEEDS BRADFORD	RYANAIR	S	D	13	0	0	0.0	7.7	84.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	6	12									
LEEDS BRADFORD	TUI AIRWAYS LTD	C	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	27	100.0	2	4									
LEEDS BRADFORD	TUI AIRWAYS LTD	C	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	0.0	38	75.0	7	4									
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	23.1	38.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	13									
LIVERPOOL (JOHN LENNON)	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	0.0	5	100.0	2	13									
GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	20.4	40.8	24.5	6.1	6.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.0	13	25									
GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	22.0	50.0	10.0	10.0	6.0	0.0	2.0	0.0	0.0	0.0	0.0	18	68.0	14	25									
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	27.7	23.4	27.7	8.5	6.4	2.1	4.3	0.0	0.0	0.0	0.0	0.0	14	74.5	14	46									
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	0.0	4.2	68.8	16.7	6.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	15	58.3	23	47									
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	72.9	15	48									
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	81.3	9	48									
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	13	0	0	23.1	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	9	9									
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	13	0	0	0.0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	18	9									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	20	0	0	0.0	35.0	40.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.8	32	26									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	20	0	0	0.0	30.0	55.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	25	26									
GATWICK	THOMAS COOK AIRLINES LTD	S	A	24	0	0	16.7	20.8	16.7	12.5	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	21	15.4	139	13									
GATWICK	THOMAS COOK AIRLINES LTD	S	D	23	0	0	0.0	21.7	43.5	8.7	17.4	8.7	0.0	0.0	0.0	0.0	0.0	0.0	20	61.5	33	13									
GATWICK	TUI AIRWAYS LTD	C	A	17	0	0	0.0	23.5	47.1	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	73.1	16	26									
GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	17.6	58.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	61.5	13	26									
GATWICK	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0									
HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
HEATHROW	BRITISH AIRWAYS PLC	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	3	0.0	0	0									
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12									
LUTON	EASYJET AIRLINE COMPANY LTD	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	0.0	17	76.9	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	0.0	0	76.9	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	0.0	0	76.9	7	13									

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	RYANAIR	S A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	8			
LUTON	RYANAIR	S D	8	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	8			
LUTON	SMARTWINGS	C A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
LUTON	SMARTWINGS	C D	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0			
LUTON	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	54	88.9	13	9			
LUTON	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	63	66.7	13	9			
STANSTED	JET2.COM LTD	S A	30	0	0	16.7	20.0	26.7	13.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	17	80.8	11	26			
STANSTED	JET2.COM LTD	S D	30	0	0	0.0	13.3	56.7	6.7	13.3	6.7	3.3	0.0	0.0	0.0	0.0	20	73.1	12	26			
STANSTED	RYANAIR	S A	34	0	0	2.9	23.5	32.4	17.6	14.7	5.9	2.9	0.0	0.0	0.0	0.0	21	82.4	8	34			
STANSTED	RYANAIR	S D	34	0	0	0.0	8.8	70.6	5.9	8.8	2.9	2.9	0.0	0.0	0.0	0.0	18	85.3	9	34			
STANSTED	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	11.1	22.2	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	58	44.4	42	9			
STANSTED	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	47	66.7	18	9			
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	100.0	4	5			
STANSTED	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	22	80.0	6	5			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	22	0	0	9.1	31.8	31.8	9.1	13.6	4.5	0.0	0.0	0.0	0.0	0.0	14	64.3	7	22			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	22	0	0	0.0	18.2	36.4	9.1	22.7	13.6	0.0	0.0	0.0	0.0	0.0	25	58.3	22	22			
MANCHESTER	JET2.COM LTD	S A	42	0	0	31.0	35.7	16.7	7.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	90.3	3	30			
MANCHESTER	JET2.COM LTD	S D	42	0	0	0.0	11.9	59.5	14.3	7.1	4.8	2.4	0.0	0.0	0.0	0.0	18	87.5	7	32			
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	20	34			
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	61.8	18	34			
MANCHESTER	RYANAIR	S A	43	0	0	9.3	23.3	25.6	32.6	7.0	2.3	0.0	0.0	0.0	0.0	0.0	14	82.1	10	38			
MANCHESTER	RYANAIR	S D	43	0	0	0.0	2.3	60.5	16.3	18.6	2.3	0.0	0.0	0.0	0.0	0.0	18	73.7	11	38			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	18	0	0	5.6	5.6	38.9	11.1	11.1	16.7	5.6	0.0	5.6	0.0	0.0	56	71.4	24	21			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	17.6	41.2	0.0	17.6	11.8	0.0	5.9	5.9	0.0	0.0	59	66.7	30	21			
MANCHESTER	TUI AIRWAYS LTD	C A	27	0	0	0.0	11.1	48.1	14.8	22.2	3.7	0.0	0.0	0.0	0.0	0.0	19	66.7	48	30			
MANCHESTER	TUI AIRWAYS LTD	C D	26	0	0	0.0	0.0	57.7	15.4	26.9	0.0	0.0	0.0	0.0	0.0	0.0	19	67.7	15	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	9	9			
NEWCASTLE	JET2.COM LTD	S A	17	0	0	17.6	58.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.2	50	21			
NEWCASTLE	JET2.COM LTD	S D	18	0	0	0.0	0.0	72.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	81.8	11	22			
NEWCASTLE	RYANAIR	S A	13	0	0	23.1	15.4	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	13			
NEWCASTLE	RYANAIR	S D	13	0	0	0.0	15.4	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	7	13			

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

		Origin/Destinations: T																	JUN 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								22.2	11.1	11.1	0.0	44.4	0.0	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	11.1	11.1	0.0	44.4	0.0	0.0	11.1	0.0	0.0	0.0	42	87.5	16	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	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	55	77.8	11	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	13	0	0	0.0	30.8	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	12	12
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	17	13
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1822</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>21.2</b>	<b>40.9</b>	<b>12.6</b>	<b>10.6</b>	<b>4.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>17</b>	<b>74.3</b>	<b>17</b>	<b>2065</b>
TETERBORO																						
	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	6	1
<b>TOTAL TETERBORO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
THIRA (SANTORINI)																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	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	15	25.0	28	4
	BIRMINGHAM	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	18	0.0	34	4
	BIRMINGHAM	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	16	4
	BIRMINGHAM	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	22	25.0	40	4
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	4
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	4	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	0.0	5.7	20.0	20.0	31.4	14.3	8.6	0.0	0.0	0.0	0.0	46	41.2	34	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	0.0	8.6	54.3	14.3	14.3	5.7	0.0	2.9	0.0	0.0	0.0	23	44.1	22	34
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	49	25.0	34	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	29	25.0	33	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	50.0	30	4
	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	50.0	12	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	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	135	0.0	31	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	110	50.0	20	4
	GATWICK	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	5	25.0	29	4
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	12	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	0.0	3.8	23.1	23.1	34.6	15.4	0.0	0.0	0.0	0.0	0.0	35	64.7	17	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	42.3	42.3	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	6	17
	LONDON CITY	BA CITYFLYER LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	43	25.0	24	4
	LONDON CITY	BA CITYFLYER LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	25.0	22	4

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

		Origin/Destinations: T																	JUN 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	8.3	8.3	33.3	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	8.3	8.3	33.3	25.0	25.0	0.0	0.0	0.0	0.0	0.0	41	58.3	30	12
	MANCHESTER	EASYJET AIRLINE COMPANY 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	34	58.3	28	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	30.8	15.4	15.4	23.1	7.7	7.7	0.0	0.0	0.0	0.0	36	25.0	65	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	38.5	7.7	15.4	23.1	15.4	0.0	0.0	0.0	0.0	49	25.0	66	8
	MANCHESTER	TUI AIRWAYS LTD	C	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	26	50.0	12	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	19	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	25.0	30	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	36	25.0	49	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>255</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>12.2</b>	<b>32.2</b>	<b>17.6</b>	<b>23.1</b>	<b>10.6</b>	<b>2.7</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>47.7</b>	<b>27</b>	<b>222</b>
TIANJIN																						
	GATWICK	TIANJIN AIRLINES	S	A	9	0	0	66.7	0.0	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	6	8
	GATWICK	TIANJIN AIRLINES	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	6	8
	HEATHROW	TIANJIN AIRLINES	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	0	0.0	0	0
	HEATHROW	TIANJIN AIRLINES	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	12	0.0	0	0
<b>TOTAL TIANJIN</b>					<b>36</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>7</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
TIMISOARA																						
	LUTON	WIZZ AIR	S	A	30	0	0	10.0	16.7	33.3	13.3	10.0	13.3	3.3	0.0	0.0	0.0	0.0	27	83.3	14	30
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	3.3	36.7	20.0	13.3	20.0	6.7	0.0	0.0	0.0	0.0	41	53.3	27	30
	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	86.7	9	30
	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	53.3	24	30
<b>TOTAL TIMISOARA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>35.0</b>	<b>16.7</b>	<b>11.7</b>	<b>16.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>69.2</b>	<b>19</b>	<b>120</b>
TIRANA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	0.0	24.0	20.0	32.0	16.0	4.0	0.0	0.0	4.0	0.0	0.0	33	57.1	25	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	8.0	60.0	12.0	16.0	4.0	0.0	0.0	0.0	0.0	0.0	16	47.6	29	21
	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	ENTER AIR	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	TITAN 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	0.0	59	100.0	15	1
	LUTON	WIZZ AIR	S	A	13	0	0	0.0	7.7	23.1	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	0.0	53.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL TIRANA</b>					<b>78</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.3</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>2.5</b>	<b>25</b>	<b>51.1</b>	<b>27</b>	<b>43</b>
TIREE																						
	GLASGOW	LOGANAIR LTD	S	A	55	0	5	10.0	41.7	28.3	3.3	5.0	3.3	0.0	0.0	0.0	0.0	8.3	8	83.3	10	54

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

		Origin/Destinations: T																	JUN 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
								5.0	36.1	37.0	5.0	4.2	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GLASGOW	LOGANAIR LTD	S	D	55	0	4	0.0	30.5	45.8	6.8	3.4	6.8	0.0	0.0	0.0	0.0	6.8	12	83.3	11	54
<b>TOTAL TIREE</b>					<b>110</b>	<b>0</b>	<b>9</b>	<b>5.0</b>	<b>36.1</b>	<b>37.0</b>	<b>5.0</b>	<b>4.2</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>10</b>	<b>83.3</b>	<b>11</b>	<b>108</b>
TIVAT																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	9
	GATWICK	EASYJET AIRLINE COMPANY 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	100.0	6	9
	GATWICK	MONTENEGRO AIRLINES	S	A	12	0	0	16.7	33.3	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	2	12
	GATWICK	MONTENEGRO AIRLINES	S	D	12	0	0	0.0	8.3	25.0	25.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	27	75.0	7	12
	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	MONTENEGRO 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
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	12.5	0.0	12.5	0.0	37.5	0.0	12.5	12.5	0.0	0.0	104	50.0	20	8
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	27	62.5	22	8
<b>TOTAL TIVAT</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>15.8</b>	<b>42.1</b>	<b>8.8</b>	<b>15.8</b>	<b>8.8</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>78.3</b>	<b>10</b>	<b>60</b>
TOBAGO																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	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	88.9	4	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS 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	17	75.0	17	4
	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	30	75.0	11	4
<b>TOTAL TOBAGO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>42.3</b>	<b>23.1</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>13</b>	<b>88.0</b>	<b>6</b>	<b>25</b>
TOKYO (HANEDA)																						
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	13	30
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	0.0	26.7	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.7	15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50.0	23.3	20.0	3.3	0.0	0.0	0.0	3.3	0.0	0.0	0.0	11	86.7	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	30.0	56.7	3.3	6.7	0.0	0.0	3.3	0.0	0.0	0.0	16	90.0	6	30
	HEATHROW	JAPAN AIRLINES	S	A	60	0	0	35.0	43.3	18.3	1.7	0.0	1.7	0.0	0.0	0.0	0.0	0.0	2	93.3	10	30
	HEATHROW	JAPAN AIRLINES	S	D	60	0	0	0.0	33.3	61.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	64	30
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
<b>TOTAL TOKYO (HANEDA)</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>31.7</b>	<b>41.3</b>	<b>2.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.0</b>	<b>19</b>	<b>181</b>
TOKYO (NARITA)																						
	HEATHROW	AEROFLOT	S	A	9	0	0	11.1	55.6	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	100.0	7	4

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

		Origin/Destinations: T																	JUN 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
								19.0	35.7	31.0	9.5	2.4	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	AEROFLOT	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	100.0	7	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	0	58.3	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	16.7	58.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	56.7	20	30
<b>TOTAL TOKYO (NARITA)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>35.7</b>	<b>31.0</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>12</b>	<b>72</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	100.0	5	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	50.0	22	4
	EDINBURGH	AIR CANADA	S	A	10	0	0	0.0	20.0	40.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	38	44.4	47	9
	EDINBURGH	AIR CANADA	S	D	10	0	0	0.0	10.0	10.0	30.0	20.0	20.0	0.0	10.0	0.0	0.0	0.0	61	33.3	73	9
	GLASGOW	AIR CANADA	S	A	6	0	0	33.3	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	21	66.7	9	6
	GLASGOW	AIR CANADA	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	31	16.7	51	6
	GLASGOW	AIR TRANSAT	S	A	20	0	0	25.0	15.0	35.0	10.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	17	68.2	27	22
	GLASGOW	AIR TRANSAT	S	D	22	0	0	0.0	45.5	31.8	9.1	0.0	13.6	0.0	0.0	0.0	0.0	0.0	15	65.2	19	23
	GLASGOW	WEST JET AIRLINES	S	A	22	0	0	13.6	50.0	27.3	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	7	100.0	1	30
	GLASGOW	WEST JET AIRLINES	S	D	22	0	0	0.0	27.3	54.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	96.7	5	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	50.0	22	18
	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	61.1	21	18
	GATWICK	AIR TRANSAT	S	A	35	0	0	2.9	8.6	40.0	17.1	17.1	14.3	0.0	0.0	0.0	0.0	0.0	26	54.3	24	35
	GATWICK	AIR TRANSAT	S	D	35	0	0	0.0	17.1	42.9	5.7	20.0	11.4	0.0	0.0	2.9	0.0	0.0	34	62.9	23	35
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	15.4	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	38.5	7.7	15.4	15.4	7.7	0.0	0.0	0.0	0.0	33	0.0	0	0
	GATWICK	WEST JET AIRLINES	S	A	30	0	0	23.3	23.3	20.0	10.0	16.7	3.3	0.0	3.3	0.0	0.0	0.0	21	80.0	9	30
	GATWICK	WEST JET AIRLINES	S	D	29	0	3	0.0	12.5	50.0	15.6	3.1	3.1	6.3	0.0	0.0	0.0	9.4	24	70.0	17	30
	HEATHROW	AIR CANADA	S	A	120	0	0	1.7	23.3	30.8	14.2	19.2	7.5	1.7	0.8	0.8	0.0	0.0	30	45.8	29	120
	HEATHROW	AIR CANADA	S	D	121	0	1	0.0	16.4	57.4	11.5	9.8	0.8	1.6	1.6	0.0	0.0	0.8	18	69.2	15	120
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	11.7	33.3	31.7	11.7	6.7	5.0	0.0	0.0	0.0	0.0	0.0	10	93.3	4	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	16.7	55.0	8.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	16	76.7	11	60
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	11	0	1	66.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	1	0.0	0	0
	STANSTED	PRIMERA AIR SCANDINAVIA	S	D	12	0	1	0.0	23.1	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	7.7	8	0.0	0	0
	MANCHESTER	AIR CANADA	S	A	12	0	0	0.0	33.3	16.7	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	24	54.5	36	11
	MANCHESTER	AIR CANADA	S	D	12	0	0	0.0	8.3	8.3	8.3	50.0	16.7	0.0	8.3	0.0	0.0	0.0	66	27.3	62	11

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	AIR TRANSAT	S	A	21	0	0	4.8	14.3	33.3	23.8	14.3	4.8	0.0	4.8	0.0	0.0	0.0	33	71.4	17	21
	MANCHESTER	AIR TRANSAT	S	D	21	0	0	0.0	14.3	38.1	19.0	14.3	9.5	0.0	4.8	0.0	0.0	0.0	37	81.0	10	21
<b>TOTAL TORONTO</b>					<b>723</b>	<b>0</b>	<b>6</b>	<b>5.3</b>	<b>21.0</b>	<b>39.2</b>	<b>12.5</b>	<b>12.1</b>	<b>6.4</b>	<b>1.1</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>22</b>	<b>67.4</b>	<b>19</b>	<b>733</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	0.0	0	84.6	4	13
	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	46.2	21	13
	STANSTED	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	7	0	0	0.0	42.9	14.3	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	18	52.9	18	17
	SOUTHAMPTON	FLYBE LTD	S	D	7	0	0	0.0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	76.5	12	17
<b>TOTAL TOULON / HYERES</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</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>18</b>	<b>65.0</b>	<b>14</b>	<b>60</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	0.0	0	63.3	26	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	0.0	0	46.7	32	30
	BRISTOL	AERO4M	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	AERO4M	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASTERN AIRWAYS	C	A	32	0	0	31.3	37.5	12.5	6.3	9.4	3.1	0.0	0.0	0.0	0.0	0.0	9	90.9	8	33
	BRISTOL	EASTERN AIRWAYS	C	D	32	0	0	9.4	25.0	53.1	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	12	33
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	0.0	43.3	16.7	23.3	10.0	3.3	3.3	0.0	0.0	0.0	39	60.0	19	30
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	0.0	30.0	36.7	23.3	6.7	0.0	3.3	0.0	0.0	0.0	38	50.0	19	30
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	3.9	29.4	32.4	7.8	12.7	10.8	2.0	1.0	0.0	0.0	0.0	24	60.0	27	105
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	0.0	11.9	52.5	13.9	15.8	5.0	1.0	0.0	0.0	0.0	0.0	19	62.9	22	105
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	18.8	48.2	20.0	5.9	5.9	1.2	0.0	0.0	0.0	0.0	0.0	6	87.8	9	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	0.0	43.5	41.2	3.5	9.4	2.4	0.0	0.0	0.0	0.0	0.0	9	77.8	12	90
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	4.2	16.7	33.3	12.5	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	65.4	38	26
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	0.0	12.5	41.7	25.0	8.3	12.5	0.0	0.0	0.0	0.0	0.0	21	72.0	32	25
	STANSTED	RYANAIR	S	A	48	0	9	0.0	3.5	12.3	21.1	26.3	12.3	3.5	5.3	0.0	0.0	15.8	52	42.6	25	47
	STANSTED	RYANAIR	S	D	48	0	9	0.0	0.0	33.3	12.3	17.5	14.0	1.8	5.3	0.0	0.0	15.8	44	74.5	14	47
	MANCHESTER	FLYBE LTD	S	A	30	0	0	3.3	33.3	30.0	6.7	6.7	3.3	6.7	6.7	3.3	0.0	0.0	49	56.7	34	30
	MANCHESTER	FLYBE LTD	S	D	30	0	0	0.0	13.3	56.7	3.3	6.7	3.3	3.3	13.3	0.0	0.0	0.0	48	60.0	27	30

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

		Origin/Destinations: T																	JUN 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	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	1	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	0.0	0	55.6	15	9
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>719</b>	<b>0</b>	<b>18</b>	<b>4.7</b>	<b>22.9</b>	<b>34.9</b>	<b>11.7</b>	<b>13.2</b>	<b>6.6</b>	<b>1.4</b>	<b>2.0</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>24</b>	<b>67.6</b>	<b>20</b>	<b>799</b>
TOURS																						
	STANSTED	RYANAIR	S	A	11	0	0	0.0	9.1	36.4	27.3	9.1	9.1	9.1	0.0	0.0	0.0	0.0	32	90.9	8	11
	STANSTED	RYANAIR	S	D	11	0	0	0.0	0.0	36.4	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	24	90.9	3	11
<b>TOTAL TOURS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>36.4</b>	<b>31.8</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>28</b>	<b>90.9</b>	<b>5</b>	<b>22</b>
TRENTON MERCER																						
	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	0.0	16	1
<b>TOTAL TRENTON MERCER</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>8</b>	<b>2</b>
TREVISO																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	1	0.0	7.7	7.7	15.4	23.1	30.8	7.7	0.0	0.0	0.0	7.7	51	52.9	27	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	1	0.0	0.0	30.8	23.1	15.4	23.1	0.0	0.0	0.0	0.0	7.7	33	88.2	7	17
	EDINBURGH	RYANAIR	S	A	13	0	0	7.7	7.7	7.7	23.1	38.5	15.4	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	15.4	7.7	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	LEEDS BRADFORD	RYANAIR	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	8	8
	LEEDS BRADFORD	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	1	100.0	2	8
	STANSTED	RYANAIR	S	A	72	0	0	0.0	11.1	25.0	16.7	18.1	13.9	9.7	2.8	2.8	0.0	0.0	59	69.5	14	81
	STANSTED	RYANAIR	S	D	74	0	0	0.0	1.4	56.8	24.3	6.8	9.5	1.4	0.0	0.0	0.0	0.0	22	81.7	9	81
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	15.4	30.8	15.4	7.7	7.7	15.4	7.7	0.0	0.0	0.0	53	0.0	0	0
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	61.5	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL TREVISO</b>					<b>240</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>8.3</b>	<b>36.8</b>	<b>21.1</b>	<b>13.6</b>	<b>12.4</b>	<b>4.5</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>37</b>	<b>76.2</b>	<b>12</b>	<b>212</b>
TRIESTE (RONCHI DEI LEGIONARI)																						
	STANSTED	RYANAIR	S	A	17	0	0	0.0	0.0	29.4	29.4	11.8	17.6	11.8	0.0	0.0	0.0	0.0	42	58.8	25	17
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	11.8	41.2	23.5	23.5	0.0	0.0	0.0	0.0	0.0	40	64.7	13	17
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.6</b>	<b>35.3</b>	<b>17.6</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>41</b>	<b>61.8</b>	<b>19</b>	<b>34</b>
TRONDHEIM (VAERNES)																						
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	5.9	41.2	29.4	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	19	68.2	22	22
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	52.9	29.4	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	81.8	14	22
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>47.1</b>	<b>29.4</b>	<b>8.8</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>75.0</b>	<b>18</b>	<b>44</b>



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

		Origin/Destinations: T																					
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE										JUN 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	
TUNIS		GATWICK	TUNISAIR	S	A	12	0	0	0.0	16.7	25.0	25.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40	63.6	22	11
	GATWICK	TUNISAIR	S	D	12	0	0	0.0	0.0	50.0	8.3	8.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	44	36.4	29	11
	HEATHROW	TUNISAIR	S	A	18	0	0	0.0	5.6	22.2	5.6	16.7	22.2	11.1	16.7	0.0	0.0	0.0	0.0	81	29.4	33	17
	HEATHROW	TUNISAIR	S	D	18	0	0	0.0	5.6	16.7	0.0	33.3	16.7	11.1	16.7	0.0	0.0	0.0	0.0	86	47.1	33	17
<b>TOTAL TUNIS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>26.7</b>	<b>8.3</b>	<b>16.7</b>	<b>25.0</b>	<b>6.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>42.9</b>	<b>30</b>	<b>56</b>	
TURIN		BIRMINGHAM	CELLO AVIATION LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	CARDIFF WALES	ALITALIA (CAI)	C	A	0	0	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	34	12	
	CARDIFF WALES	ALITALIA (CAI)	C	D	0	0	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	59	12	
	CARDIFF WALES	BLUE AIR TRANSPORT AERIAN	C	A	0	0	0	0.0	0.0	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	BLUE AIR TRANSPORT AERIAN	C	D	0	0	0	0.0	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	
	CARDIFF WALES	ERNEST 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	68	1	
	CARDIFF WALES	ERNEST 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	155	1	
	CARDIFF WALES	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	4	3	
	CARDIFF WALES	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	33.3	48	3	
	CARDIFF WALES	VUELING AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	CARDIFF WALES	VUELING AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	6.1	42.4	21.2	6.1	12.1	12.1	0.0	0.0	0.0	0.0	0.0	18	70.0	15	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	24.2	60.6	6.1	6.1	3.0	0.0	0.0	0.0	0.0	0.0	9	83.3	10	30	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	5.9	11.8	0.0	17.6	47.1	5.9	5.9	5.9	0.0	0.0	0.0	47	44.4	24	18	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	5.9	5.9	11.8	17.6	29.4	17.6	11.8	0.0	0.0	0.0	0.0	49	50.0	23	18	
	STANSTED	RYANAIR	S	A	30	0	0	0.0	20.0	46.7	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	14	93.3	4	30	
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	70.0	26.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	12	96.7	4	30	
<b>TOTAL TURIN</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>19.4</b>	<b>40.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.6</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>71.3</b>	<b>18</b>	<b>195</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	100.0	2	8	
	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	75.0	11	8	
<b>TOTAL TUZLA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	

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

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	50.0	28	4	
	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	25.0	32	4	
	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	0.0	0	66.7	14	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	0.0	0	50.0	29	4	
	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	75	1	
	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	33.3	38	3	
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4	
	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	
	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	21	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>52.0</b>	<b>25</b>	<b>25</b>	

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

		Origin/Destinations: V																	JUN 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	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	6	66.7	11	9
	EDINBURGH	ATLANTIC AIRWAYS	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	9
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</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>77.8</b>	<b>9</b>	<b>18</b>
VALENCIA	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY 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	7	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY 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	14	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	100.0	0	3
	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	7	3
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	RYANAIR	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	9	0.0	0	0
	BRISTOL	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	19	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	17.6	70.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	2	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	5.9	70.6	5.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	70.6	16	17
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	30.8	23.1	15.4	23.1	0.0	7.7	0.0	0.0	0.0	0.0	26	0.0	0	0
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	23.1	38.5	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	24	0.0	0	0
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	39	88.9	5	9
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	41	77.8	13	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	23.3	53.3	6.7	3.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	18	26
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	26.7	63.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	11	26
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	14.5	32.5	28.9	13.3	6.0	3.6	1.2	0.0	0.0	0.0	0.0	12	61.0	22	82
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	0.0	28.0	53.7	8.5	6.1	3.7	0.0	0.0	0.0	0.0	0.0	10	72.0	17	82
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	33.3	33.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	61.5	20	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	11	13
	STANSTED	RYANAIR	S	A	30	0	0	0.0	6.7	23.3	20.0	33.3	13.3	3.3	0.0	0.0	0.0	0.0	34	60.0	21	30
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	56.7	26.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	21	90.0	10	30
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	38.5	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	13
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	6	13
<b>TOTAL VALENCIA</b>					<b>437</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>26.3</b>	<b>41.4</b>	<b>11.4</b>	<b>10.3</b>	<b>3.2</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.2</b>	<b>15</b>	<b>387</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: V		PERCENTAGE OF FLIGHTS LATE											JUN 2017			
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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			
VALLADOLID																						
	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	100.0	0	1	
	STANSTED	EVELOP	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	0	0	
	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	58	0.0	0	0	
<b>TOTAL VALLADOLID</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>54</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
VANCOUVER																						
	GLASGOW	AIR TRANSAT	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	4	
	GLASGOW	AIR TRANSAT	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	100.0	4	4	
	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	70.0	16	10	
	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	60.0	29	10	
	GATWICK	AIR TRANSAT	S	A	26	0	0	3.8	34.6	19.2	23.1	15.4	3.8	0.0	0.0	0.0	0.0	15	62.5	20	24	
	GATWICK	AIR TRANSAT	S	D	26	0	0	0.0	30.8	42.3	15.4	11.5	0.0	0.0	0.0	0.0	0.0	11	58.3	41	24	
	GATWICK	WEST JET AIRLINES	S	A	26	0	0	23.1	38.5	11.5	19.2	0.0	0.0	7.7	0.0	0.0	0.0	20	76.9	14	26	
	GATWICK	WEST JET AIRLINES	S	D	25	0	0	0.0	20.0	64.0	4.0	8.0	0.0	4.0	0.0	0.0	0.0	18	73.1	28	26	
	HEATHROW	AIR CANADA	S	A	59	0	0	22.0	44.1	18.6	5.1	1.7	5.1	3.4	0.0	0.0	0.0	12	40.0	35	30	
	HEATHROW	AIR CANADA	S	D	59	0	0	1.7	32.2	61.0	1.7	1.7	1.7	0.0	0.0	0.0	0.0	6	76.7	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	10.0	36.7	23.3	16.7	13.3	0.0	0.0	0.0	0.0	0.0	11	80.0	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	0.0	53.3	30.0	16.7	0.0	0.0	0.0	0.0	0.0	17	33.3	24	30	
	MANCHESTER	AIR TRANSAT	S	A	13	0	0	0.0	15.4	46.2	7.7	30.8	0.0	0.0	0.0	0.0	0.0	16	66.7	13	12	
	MANCHESTER	AIR TRANSAT	S	D	13	0	0	0.0	0.0	53.8	38.5	7.7	0.0	0.0	0.0	0.0	0.0	16	58.3	22	12	
<b>TOTAL VANCOUVER</b>					<b>315</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>30.5</b>	<b>37.5</b>	<b>13.0</b>	<b>7.9</b>	<b>1.6</b>	<b>0.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.6</b>	<b>22</b>	<b>272</b>	
VARADERO																						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	52	5	
	GATWICK	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	5	40.0	31	5	
	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	75.0	5	4	
	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	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	46	25.0	64	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	0.0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	66	40.0	40	5	
<b>TOTAL VARADERO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</b>	<b>21.1</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>44.4</b>	<b>34</b>	<b>27</b>	
VARNA																						
	BIRMINGHAM	THOMAS COOK AIRLINES 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	
	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	

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	81.8	12	11
	GATWICK	EASYJET AIRLINE COMPANY 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	16	63.6	19	11	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	62	0.0	0	0	
	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	10	0.0	0	0	
	LUTON	WIZZ AIR	S	A	28	0	0	28.6	25.0	17.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	12	96.3	4	27	
	LUTON	WIZZ AIR	S	D	28	0	0	0.0	7.1	42.9	17.9	21.4	10.7	0.0	0.0	0.0	0.0	24	92.6	7	27	
	MANCHESTER	BH AIR	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	3	100.0	1	3	
	MANCHESTER	BH AIR	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	17	100.0	4	4	
	MANCHESTER	THOMAS COOK AIRLINES 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	13	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	73	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	54	0.0	0	0	
<b>TOTAL VARNA</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>16.1</b>	<b>33.9</b>	<b>16.1</b>	<b>16.1</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>21</b>	<b>89.2</b>	<b>8</b>	<b>83</b>
VASTERAS																						
	STANSTED	RYANAIR	S	A	17	0	0	11.8	11.8	29.4	29.4	11.8	0.0	0.0	5.9	0.0	0.0	29	88.2	4	17	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	11.8	41.2	23.5	17.6	0.0	0.0	5.9	0.0	0.0	30	88.2	6	17	
<b>TOTAL VASTERAS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>35.3</b>	<b>26.5</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>88.2</b>	<b>5</b>	<b>34</b>
VENICE																						
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33.3	0.0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	43	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	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	59.1	20	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	15	22	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	27	0	1	3.6	39.3	17.9	10.7	10.7	10.7	0.0	3.6	0.0	0.0	3.6	24	70.8	19	24
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	0.0	11.1	22.2	14.8	29.6	7.4	7.4	3.7	0.0	0.0	3.7	44	58.3	29	24
	BRISTOL	RYANAIR	S	A	17	0	0	0.0	0.0	17.6	5.9	47.1	23.5	5.9	0.0	0.0	0.0	55	47.1	23	17	
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	11.8	64.7	5.9	17.6	0.0	0.0	0.0	0.0	0.0	11	82.4	12	17	
	CARDIFF WALES	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
	CARDIFF WALES	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	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	

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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 A	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
CARDIFF WALES	FLYBE LTD	S D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	16	0	1	5.9	17.6	41.2	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	5.9	15	58.8	19	17		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	16	0	1	0.0	0.0	29.4	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	5.9	29	29.4	53	17		
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	38.5	25	13		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	11	13		
GLASGOW	BA CITYFLYER LTD	C A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	7	4		
GLASGOW	BA CITYFLYER 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	0.0	18	100.0	3	4		
JERSEY	AIR BUCHAREST	C A	0	0	0	0.0	0.0	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		
LEEDS BRADFORD	JET2.COM LTD	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	0.0	17	88.9	4	9		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	11.1	33.3	0.0	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
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	2	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	112	0	7	5.9	21.8	31.9	13.4	16.8	3.4	0.0	0.8	0.0	0.0	5.9	18	73.3	17	114			
GATWICK	BRITISH AIRWAYS PLC	S D	113	0	3	0.0	16.4	56.0	15.5	6.0	2.6	0.9	0.0	0.0	0.0	2.6	13	77.6	13	114			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	116	0	2	4.2	24.6	22.9	17.8	13.6	9.3	3.4	2.5	0.0	0.0	1.7	30	61.2	30	113			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	115	0	2	0.0	6.8	41.9	15.4	20.5	8.5	3.4	1.7	0.0	0.0	1.7	31	60.0	25	113			
GATWICK	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.1	40	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	76.5	22	17			
GATWICK	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	30	25.0	45	4			
GATWICK	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	60.0	15	5			
HEATHROW	BRITISH AIRWAYS PLC	S A	60	0	0	30.0	23.3	16.7	15.0	8.3	5.0	1.7	0.0	0.0	0.0	0.0	15	84.7	9	59			
HEATHROW	BRITISH AIRWAYS PLC	S D	60	0	0	0.0	20.0	50.0	18.3	8.3	3.3	0.0	0.0	0.0	0.0	0.0	13	88.3	7	60			
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	100.0	0	1			
LONDON CITY	BA CITYFLYER LTD	S A	19	0	1	0.0	5.0	35.0	35.0	10.0	5.0	5.0	0.0	0.0	0.0	5.0	28	47.1	23	17			
LONDON CITY	BA CITYFLYER LTD	S D	19	0	1	0.0	5.0	35.0	45.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	19	57.9	21	19			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	29	0	1	0.0	0.0	16.7	20.0	33.3	26.7	0.0	0.0	0.0	0.0	3.3	45	45.2	32	31			

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	29	0	1	0.0	6.7	70.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	3.3	18	64.5	15	31
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	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	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	158	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	0.0	35.7	21.4	21.4	7.1	14.3	0.0	0.0	0.0	0.0	44	38.5	19	12	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	30	61.5	15	12	
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	0.0	22.7	50.0	4.5	9.1	13.6	0.0	0.0	0.0	0.0	0.0	19	54.5	19	22	
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	0.0	81.8	9.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	13	81.0	11	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	14	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	8	17	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	20.0	33	5	
	MANCHESTER	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	100.0	4	5	
	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	11.1	46	8	
	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	33.3	48	9	
	DURHAM TEES VALLEY	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	115	1	
<b>TOTAL VENICE</b>					<b>989</b>	<b>0</b>	<b>22</b>	<b>3.5</b>	<b>16.1</b>	<b>39.2</b>	<b>15.6</b>	<b>14.1</b>	<b>6.6</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>66.4</b>	<b>20</b>	<b>1062</b>	
VERONA VILLAFRANCA																							
	BELFAST INTERNATIONAL	ERNEST AIRLINES	C	A	5	0	0	0.0	60.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	BELFAST INTERNATIONAL	ERNEST AIRLINES	C	D	5	0	0	0.0	0.0	20.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	83	0.0	0	0	
	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	100.0	6	4	
	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	75.0	10	4	
	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	40.0	0.0	0.0	220	50.0	44	4	
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	40.0	0.0	0.0	220	75.0	41	4	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	46	100.0	1	9	
	BIRMINGHAM	RYANAIR	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	88.9	5	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	75.0	11	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	9	8	
	BOURNEMOUTH	AIR BUCHAREST	C	A	0	0	0	0.0	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	
	BOURNEMOUTH	AIR BUCHAREST	C	D	0	0	0	0.0	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	NEOS SPA	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	NEOS SPA	C	D	5	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	ALBA STAR	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	ALBA STAR	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1		
CARDIFF WALES	ALITALIA (CAI)	C A	0	0	0	0	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		
CARDIFF WALES	ALITALIA (CAI)	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	75	1		
CARDIFF WALES	FLYBE LTD	S A	9	0	0	0	0	0.0	0.0	22.2	0.0	33.3	44.4	0.0	0.0	0.0	0.0	55	50.0	39	8		
CARDIFF WALES	FLYBE LTD	S D	9	0	0	0	0	0.0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	39	62.5	33	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	0.0	31	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM 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	8	75.0	13	4		
EDINBURGH	JET2.COM LTD	S A	9	0	0	0	0	0.0	22.2	11.1	22.2	22.2	22.2	0.0	0.0	0.0	0.0	32	25.0	37	4		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	17	100.0	3	4		
GLASGOW	ALBA STAR	C A	5	0	0	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	20	25.0	21	4		
GLASGOW	ALBA STAR	C D	5	0	0	0	0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	32	25.0	22	4		
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	39	75.0	13	4		
GLASGOW	TUI AIRWAYS LTD	C 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	82	100.0	0	4		
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	36	0.0	16	1		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	57	0	0	0	0	3.5	21.1	35.1	21.1	10.5	7.0	1.8	0.0	0.0	0.0	21	75.0	15	56		
GATWICK	BRITISH AIRWAYS PLC	S D	57	0	0	0	0	0.0	22.8	50.9	14.0	7.0	5.3	0.0	0.0	0.0	0.0	12	78.6	14	56		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	45	0	1	0	0	0.0	10.9	23.9	26.1	23.9	6.5	4.3	2.2	0.0	0.0	37	48.9	40	44		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	45	0	1	0	0	0.0	10.9	50.0	17.4	13.0	6.5	0.0	0.0	0.0	0.0	19	56.8	21	44		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	4	0	0	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C 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	4	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C A	5	0	0	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	19	62.5	25	8		
GATWICK	TUI AIRWAYS LTD	C D	5	0	0	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	75.0	16	8		
STANSTED	JET2.COM LTD	S A	9	0	0	0	0	11.1	11.1	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	32	0.0	0	0		
STANSTED	JET2.COM LTD	S D	9	0	0	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	0	0		
STANSTED	RYANAIR	S A	21	0	0	0	0	0.0	23.8	38.1	14.3	9.5	9.5	0.0	4.8	0.0	0.0	28	86.4	6	22		
STANSTED	RYANAIR	S D	21	0	0	0	0	0.0	0.0	71.4	9.5	9.5	4.8	4.8	0.0	0.0	0.0	24	90.9	8	22		
MANCHESTER	JET2.COM LTD	S A	9	0	0	0	0	0.0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	44	0.0	0	0		
MANCHESTER	JET2.COM LTD	S D	9	0	0	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	37	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	66.7	30	12		



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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	8	12	
	MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	14.3	28.6	35.7	0.0	21.4	0.0	0.0	0.0	0.0	0.0	31	50.0	22	12	
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	50.0	7.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	10	12	
	NEWCASTLE	NEOS SPA	S	A	5	0	0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	8	4	
	NEWCASTLE	NEOS SPA	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	75.0	13	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	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	80	100.0	3	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	37	50.0	10	4	
	SOUTHAMPTON	FLYBE LTD	S	A	14	0	0	0.0	7.1	21.4	14.3	35.7	21.4	0.0	0.0	0.0	0.0	0.0	36	75.0	12	12	
	SOUTHAMPTON	FLYBE LTD	S	D	14	0	0	0.0	14.3	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	91.7	6	12	
<b>TOTAL VERONA VILLAFRANCA VIENNA</b>					<b>509</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>13.9</b>	<b>39.7</b>	<b>18.4</b>	<b>14.9</b>	<b>7.6</b>	<b>2.2</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>30</b>	<b>69.8</b>	<b>18</b>	<b>453</b>	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	18	0	3	0.0	38.1	19.0	19.0	4.8	4.8	0.0	0.0	0.0	0.0	14.3	14	69.2	17	26	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	18	0	3	0.0	4.8	38.1	9.5	23.8	4.8	0.0	4.8	0.0	0.0	14.3	34	57.7	22	26	
	BRISTOL	EASYJET AIRLINE COMPANY 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	24	77.8	17	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	11.1	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	37	55.6	18	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	53.8	7.7	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	9	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	92.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	7	13	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	31	66.7	12	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	88.9	7	9	
	JERSEY	AUSTRIAN AIRLINES	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	100.0	4	3	
	JERSEY	AUSTRIAN AIRLINES	C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	39	100.0	6	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	0.0	2.6	32.5	15.6	27.3	16.9	3.9	1.3	0.0	0.0	0.0	40	41.1	38	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	0.0	11.8	56.6	14.5	11.8	3.9	1.3	0.0	0.0	0.0	0.0	15	66.1	19	56	
	HEATHROW	AUSTRIAN AIRLINES	S	A	119	0	1	0.8	19.2	40.0	20.8	11.7	5.8	0.8	0.0	0.0	0.0	0.8	18	78.3	14	120	
	HEATHROW	AUSTRIAN AIRLINES	S	D	119	0	1	0.0	0.8	50.0	23.3	16.7	7.5	0.8	0.0	0.0	0.0	0.8	23	60.0	19	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	13.8	32.4	28.3	15.2	6.2	3.4	0.0	0.0	0.7	0.0	0.0	18	81.4	12	145	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	0.0	27.6	51.0	14.5	6.9	0.0	0.0	0.0	0.0	0.0	0.0	9	82.8	10	145	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	11.8	41.2	23.5	5.9	0.0	5.9	0.0	0.0	0.0	0.0	17	77.8	10	18	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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	
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	64.7	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	9	18									
LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1										
LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1										
STANSTED	EUROWINGS LUFTVERKEHRS	S	A	24	0	1	0.0	4.0	28.0	32.0	12.0	12.0	8.0	0.0	0.0	0.0	4.0	39	38.5	29	25										
STANSTED	EUROWINGS LUFTVERKEHRS	S	D	24	0	1	0.0	0.0	16.0	32.0	24.0	16.0	8.0	0.0	0.0	0.0	4.0	49	34.6	31	25										
MANCHESTER	AUSTRIAN AIRLINES	S	A	29	0	1	0.0	30.0	40.0	16.7	6.7	0.0	3.3	0.0	0.0	0.0	3.3	15	70.0	19	29										
MANCHESTER	AUSTRIAN AIRLINES	S	D	29	0	1	0.0	10.0	56.7	20.0	6.7	0.0	3.3	0.0	0.0	0.0	3.3	16	75.9	16	29										
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	0.0	50.0	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	9	69.2	29	13										
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	1	0.0	41.7	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	7	76.9	14	13										
MANCHESTER	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	60	0.0	0	0										
MANCHESTER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	84.6	5	13										
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	76.9	15	13										
SOUTHEND	STOBART AIR	S	A	17	0	0	11.8	29.4	29.4	5.9	5.9	0.0	0.0	11.8	5.9	0.0	0.0	124	0.0	0	0										
SOUTHEND	STOBART AIR	S	D	17	0	0	0.0	41.2	29.4	17.6	5.9	0.0	0.0	5.9	0.0	0.0	0.0	25	0.0	0	0										
<b>TOTAL VIENNA</b>				<b>985</b>	<b>0</b>	<b>14</b>	<b>2.5</b>	<b>19.0</b>	<b>40.7</b>	<b>17.3</b>	<b>11.7</b>	<b>5.1</b>	<b>1.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>22</b>	<b>70.9</b>	<b>16</b>	<b>959</b>										
VIGO																															
EDINBURGH	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	37.5	41	8										
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	0.0	4	75.0	15	8										
<b>TOTAL VIGO</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>5</b>	<b>56.3</b>	<b>28</b>	<b>16</b>										
VILNIUS																															
BELFAST INTERNATIONAL	WIZZ AIR	S	A	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	66.7	15	9										
BELFAST INTERNATIONAL	WIZZ AIR	S	D	8	0	0	0.0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	28	66.7	20	9										
BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	8										
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	44	12.5	25	8										
DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	4	13										
DONCASTER SHEFFIELD	WIZZ AIR	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	14	84.6	6	13										
LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	11	9										
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	44.4	21	9										

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	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	3	8
	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	2	100.0	4	8
	LUTON	RYANAIR	S	A	22	0	0	4.5	36.4	50.0	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	11	71.4	23	21
	LUTON	RYANAIR	S	D	21	0	0	0.0	28.6	57.1	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	23	21
	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	12	1
	LUTON	WIZZ AIR	S	A	56	0	0	16.1	42.9	17.9	16.1	5.4	0.0	1.8	0.0	0.0	0.0	0.0	9	91.8	11	61
	LUTON	WIZZ AIR	S	D	57	0	0	0.0	7.0	57.9	14.0	15.8	3.5	0.0	1.8	0.0	0.0	0.0	20	79.7	21	59
	STANSTED	RYANAIR	S	A	30	0	0	0.0	30.0	43.3	20.0	3.3	0.0	0.0	0.0	3.3	0.0	0.0	23	80.0	28	30
	STANSTED	RYANAIR	S	D	30	0	0	0.0	0.0	0.0	16.7	63.3	16.7	0.0	3.3	0.0	0.0	0.0	52	51.7	31	29
<b>TOTAL VILNIUS</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.7</b>	<b>40.8</b>	<b>14.8</b>	<b>11.8</b>	<b>3.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.2</b>	<b>18</b>	<b>316</b>
VISBY																						
	ABERDEEN	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	0.0	24	1
	ABERDEEN	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	0.0	44	1
	BOURNEMOUTH	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	JERSEY	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	9	1
	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	0.0	50	1
	GATWICK	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	28	1
<b>TOTAL VISBY</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>28.6</b>	<b>28</b>	<b>6</b>
VOLOS NEA ANCHIOS																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	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	17	0.0	0	0
	GATWICK	ENTER AIR	C	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	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	100.0	8	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	25.0	25	3
<b>TOTAL VOLOS NEA ANCHIOS</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</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>16</b>	<b>40.0</b>	<b>21</b>	<b>4</b>

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

		Origin/Destinations: W																	JUN 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	44.4	22	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	44.4	21	9
	BIRMINGHAM	WIZZ AIR	S	A	11	0	0	0.0	90.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.0	9	10
	BIRMINGHAM	WIZZ AIR	S	D	11	0	0	0.0	0.0	72.7	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	19	10.0	33	10
	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	77.8	8	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	55.6	19	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	15	0	0	0.0	53.3	26.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.3	5	15
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	15	0	0	0.0	13.3	66.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	86.7	5	15
	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	62.5	14	8
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	18	8
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	13	0	0	0.0	46.2	15.4	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	27	84.6	10	13
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	38.5	23.1	15.4	15.4	7.7	0.0	0.0	0.0	0.0	35	61.5	15	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	10.5	36.8	35.5	10.5	6.6	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	18	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	0.0	25.0	55.3	14.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	85.0	11	60
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	2	5.6	31.1	22.2	11.1	11.1	12.2	3.3	1.1	0.0	0.0	2.2	27	53.3	22	90
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	0	2	0.0	12.2	50.0	12.2	12.2	5.6	3.3	1.1	1.1	0.0	2.2	29	46.7	30	90
	LUTON	WIZZ AIR	S	A	103	0	0	2.9	22.3	32.0	21.4	15.5	5.8	0.0	0.0	0.0	0.0	0.0	19	76.8	13	99
	LUTON	WIZZ AIR	S	D	104	0	0	0.0	1.9	33.7	22.1	27.9	13.5	1.0	0.0	0.0	0.0	0.0	33	55.6	25	99
<b>TOTAL WARSAW (CHOPIN)</b>					<b>613</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>22.2</b>	<b>37.6</b>	<b>15.6</b>	<b>12.8</b>	<b>6.6</b>	<b>1.5</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>21</b>	<b>64.1</b>	<b>19</b>	<b>626</b>
WARSAW (MODLIN MASOVIA)																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	7	8
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	50.0	14	8
	BIRMINGHAM	RYANAIR	S	A	12	0	0	0.0	58.3	25.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	53.8	20	13
	BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	8.3	83.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	92.3	5	13
	BRISTOL	RYANAIR	S	A	17	0	0	11.8	47.1	17.6	11.8	0.0	5.9	0.0	5.9	0.0	0.0	0.0	28	76.5	12	17
	BRISTOL	RYANAIR	S	D	17	0	0	5.9	11.8	52.9	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	12	52.9	16	17
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	0.0	30.8	23.1	30.8	15.4	0.0	0.0	0.0	0.0	0.0	32	53.8	27	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	7.7	23.1	15.4	38.5	15.4	0.0	0.0	0.0	0.0	0.0	34	61.5	21	13
	EDINBURGH	RYANAIR	S	A	12	0	0	0.0	16.7	33.3	16.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	19	92.3	5	13
	EDINBURGH	RYANAIR	S	D	12	0	0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	8	13
	GLASGOW	RYANAIR	S	A	13	0	0	0.0	7.7	15.4	30.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	33	46.2	31	13

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JUN 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
		GLASGOW	RYANAIR	S	D	13	0	0	0.0	0.0	23.1	23.1	46.2	7.7	0.0	0.0	0.0	0.0	0.0	37	69.2	17	13					
		LEEDS BRADFORD	RYANAIR	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	30	9					
		LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	24	9					
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	41.2	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.6	18	17					
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	29.4	70.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	13	17					
		STANSTED	RYANAIR	S	A	109	0	0	0.9	11.9	19.3	18.3	20.2	25.7	1.8	1.8	0.0	0.0	0.0	43	72.9	19	107					
		STANSTED	RYANAIR	S	D	108	0	0	0.0	0.0	23.1	20.4	38.0	15.7	1.9	0.9	0.0	0.0	0.0	41	63.6	18	107					
		MANCHESTER	RYANAIR	S	A	13	0	0	0.0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	58.3	26	12					
		MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	69.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	61.5	17	13					
		NEWCASTLE	RYANAIR	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	9					
		NEWCASTLE	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	7	77.8	7	9					
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>						<b>463</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>15.8</b>	<b>31.7</b>	<b>16.4</b>	<b>20.1</b>	<b>12.3</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>69.8</b>	<b>17</b>	<b>463</b>					
WASHINGTON (DULLES)																												
		EDINBURGH	UNITED AIRLINES	S	A	30	0	0	43.3	20.0	20.0	6.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	12	0.0	0	0					
		EDINBURGH	UNITED AIRLINES	S	D	30	0	0	20.0	63.3	10.0	0.0	3.3	0.0	3.3	0.0	0.0	0.0	0.0	7	0.0	0	0					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	25.0	26.7	23.3	8.3	8.3	5.0	1.7	0.0	1.7	0.0	0.0	21	80.0	44	60					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	0.0	10.0	53.3	21.7	5.0	5.0	5.0	0.0	0.0	0.0	0.0	20	75.0	35	60					
		HEATHROW	UNITED AIRLINES	S	A	90	0	0	22.2	33.3	23.3	10.0	4.4	4.4	1.1	1.1	0.0	0.0	0.0	13	85.4	10	89					
		HEATHROW	UNITED AIRLINES	S	D	90	0	0	2.2	55.6	26.7	6.7	3.3	3.3	2.2	0.0	0.0	0.0	0.0	10	90.9	8	88					
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	13.3	20.0	43.3	6.7	10.0	3.3	0.0	3.3	0.0	0.0	0.0	17	92.6	33	27					
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	43.3	43.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	12	27					
		LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1					
<b>TOTAL WASHINGTON (DULLES)</b>						<b>420</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>34.8</b>	<b>30.0</b>	<b>9.3</b>	<b>5.2</b>	<b>3.6</b>	<b>2.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.1</b>	<b>21</b>	<b>352</b>					
WESTHAMPTON BEACH (FS GABRESKI)																												
		BELFAST INTERNATIONAL	NETJETS AVIATION (USA)	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					
<b>TOTAL WESTHAMPTON BEACH (FS GABRESKI)</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>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
WHITE PLAINS																												
		GATWICK	NETJETS AVIATION (USA)	C	D	0	0	0	0.0	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 WHITE PLAINS</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>					

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

		Origin/Destinations: W																	JUN 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
WICK JOHN O GROATS																						
	ABERDEEN	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	93.0	5	43
	ABERDEEN	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	91.1	6	45
	ABERDEEN	FLYBE LTD	S	A	35	0	11	4.3	8.7	28.3	10.9	10.9	6.5	4.3	2.2	0.0	0.0	23.9	30	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	35	0	12	2.1	21.3	25.5	0.0	12.8	8.5	2.1	2.1	0.0	0.0	25.5	31	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	A	21	0	2	4.3	26.1	34.8	8.7	4.3	13.0	0.0	0.0	0.0	0.0	8.7	19	73.5	8	31
	EDINBURGH	LOGANAIR LTD	S	D	21	0	2	0.0	17.4	47.8	13.0	8.7	4.3	0.0	0.0	0.0	0.0	8.7	14	82.4	8	33
<b>TOTAL WICK JOHN O GROATS</b>					<b>114</b>	<b>0</b>	<b>27</b>	<b>3.5</b>	<b>17.0</b>	<b>31.9</b>	<b>7.1</b>	<b>9.9</b>	<b>7.8</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>19.1</b>	<b>25</b>	<b>85.9</b>	<b>7</b>	<b>152</b>
WILMINGTON ( NORTH CAROLINA )																						
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>TOTAL WILMINGTON ( NORTH CAROLINA )</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
WINDSOR LOCKS BRADLEY INTL																						
	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	66.7	37	6
	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	33.3	60	6
<b>TOTAL WINDSOR LOCKS BRADLEY INTL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>48</b>	<b>12</b>
WINNIPEG																						
	GATWICK	WEST JET 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	22	100.0	3	1
	GATWICK	WEST JET AIRLINES	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	109	100.0	8	1
<b>TOTAL WINNIPEG</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>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
WROCLAW																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	88.9	4	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	32	77.8	9	9
	BIRMINGHAM	WIZZ AIR	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	88.9	7	9
	BIRMINGHAM	WIZZ AIR	S	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	31	88.9	14	9
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	75.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	3	8
	BRISTOL	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	20	75.0	19	8
	DONCASTER SHEFFIELD	WIZZ AIR	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	10	76.9	7	12
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	9	12
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	54.5	22.7	4.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	22

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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	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	6	95.5	4	22
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	EDINBURGH	RYANAIR	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	17	0.0	0	0
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	9
	GLASGOW	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	15	88.9	9	9
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	12.5	12.5	37.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	43	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	42	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	12	0	0	8.3	41.7	16.7	8.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	21	100.0	2	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	12	0	0	0.0	0.0	50.0	16.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	27	69.2	15	13
	LUTON	WIZZ AIR	S	A	40	0	0	27.5	47.5	17.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	30
	LUTON	WIZZ AIR	S	D	40	0	0	0.0	22.5	52.5	7.5	15.0	2.5	0.0	0.0	0.0	0.0	0.0	13	76.7	11	30
	STANSTED	RYANAIR	S	A	50	0	2	0.0	26.9	38.5	11.5	13.5	3.8	0.0	1.9	0.0	0.0	3.8	22	80.4	8	56
	STANSTED	RYANAIR	S	D	50	0	2	0.0	0.0	7.7	25.0	32.7	28.8	1.9	0.0	0.0	0.0	3.8	49	48.2	23	56
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	53.8	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	8	13
	MANCHESTER	RYANAIR	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	16	38.5	18	13
	NEWCASTLE	RYANAIR	S	A	7	0	1	0.0	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0	100.0	1	9
	NEWCASTLE	RYANAIR	S	D	7	0	1	0.0	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	10	100.0	9	9
<b>TOTAL WROCLAW</b>					<b>406</b>	<b>0</b>	<b>6</b>	<b>3.2</b>	<b>25.7</b>	<b>34.0</b>	<b>14.6</b>	<b>14.1</b>	<b>4.9</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>20</b>	<b>79.3</b>	<b>10</b>	<b>380</b>
WUHAN TIANHE INTERNATIONAL																						
	HEATHROW	CHINA SOUTHERN	S	A	13	0	0	0.0	7.7	15.4	7.7	53.8	15.4	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0
	HEATHROW	CHINA SOUTHERN	S	D	13	0	0	7.7	61.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>15.4</b>	<b>7.7</b>	<b>26.9</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ZADAR	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	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	6	1
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	4	8
	LUTON	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	11	62.5	18	8
	STANSTED	RYANAIR	S	A	12	0	0	0.0	0.0	16.7	16.7	25.0	41.7	0.0	0.0	0.0	0.0	0.0	53	61.1	20	18
	STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	0.0	15.4	38.5	38.5	7.7	0.0	0.0	0.0	0.0	69	66.7	24	18
	STANSTED	TITAN AIRWAYS LTD	C	A	3	0	0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	33	100.0	0	4
	STANSTED	TITAN 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	8	100.0	4	4
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	62.5	26	8
	MANCHESTER	RYANAIR	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	36	50.0	26	8
	MANCHESTER	TITAN AIRWAYS LTD	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	17	75.0	22	4
	MANCHESTER	TITAN 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	16	25.0	18	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	87.5	4	8
	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	75.0	16	8
	SOUTHEND	STOBART AIR	S	A	6	0	0	0.0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	SOUTHEND	STOBART AIR	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	5	0.0	0	0
<b>TOTAL ZADAR</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>12.8</b>	<b>32.6</b>	<b>14.0</b>	<b>18.6</b>	<b>18.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>70.1</b>	<b>16</b>	<b>117</b>
ZAGREB	LIVERPOOL (JOHN LENNON)	MERIDIANA 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
	LIVERPOOL (JOHN LENNON)	MERIDIANA 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	65	0.0	0	0
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	13	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	76.9	12	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	3.3	30.0	40.0	13.3	6.7	0.0	3.3	3.3	0.0	0.0	0.0	20	63.3	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	30.0	60.0	6.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8	83.3	10	30
	HEATHROW	CROATIA AIRLINES	S	A	13	0	0	0.0	0.0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	52	55.9	22	34
	HEATHROW	CROATIA AIRLINES	S	D	18	0	0	0.0	0.0	5.6	22.2	33.3	27.8	5.6	5.6	0.0	0.0	0.0	62	26.5	34	34
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8



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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 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	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	8	
<b>TOTAL ZAGREB</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>20.4</b>	<b>33.3</b>	<b>17.2</b>	<b>12.9</b>	<b>9.7</b>	<b>3.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>63.5</b>	<b>19</b>	<b>170</b>	
ZAKINTHOS	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	75.0	22	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	28	4	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	11.1	0.0	0.0	11.1	0.0	0.0	193	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	11.1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	186	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	21	0	0	0.0	33.3	23.8	33.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	14	63.6	47	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	20	0	0	0.0	20.0	50.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	16	45.5	31	22	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	15.4	15.4	23.1	7.7	7.7	0.0	0.0	0.0	0.0	30	88.9	4	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	25	33.3	20	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	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	32	4	
	BRISTOL	EASYJET AIRLINE COMPANY 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	34	25.0	24	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	17	0	0	5.9	17.6	0.0	29.4	29.4	11.8	5.9	0.0	0.0	0.0	0.0	39	92.3	3	13	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	0.0	35.3	29.4	17.6	11.8	5.9	0.0	0.0	0.0	0.0	32	76.9	8	13	
	BRISTOL	TUI AIRWAYS LTD	C	A	13	0	0	0.0	0.0	46.2	23.1	7.7	23.1	0.0	0.0	0.0	0.0	0.0	30	77.8	9	9	
	BRISTOL	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	38.5	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	30	66.7	12	9	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	22.2	31	9	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	5	9	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	5	4	
	CARDIFF WALES	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	10	75.0	10	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	12	5	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0.0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	100.0	3	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	18	4	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	25.0	33.3	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	36	84.6	11	13	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	8.3	50.0	8.3	8.3	25.0	0.0	0.0	0.0	0.0	0.0	34	92.3	13	13	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	100.0	0	13	

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	38.5	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	5	13
EDINBURGH	JET2.COM LTD	S A	9	0	0	22.2	22.2	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	87.5	17	8
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	31	87.5	18	8
GLASGOW	JET2.COM LTD	S A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	4
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	5	4
GLASGOW	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	25.0	32	8
GLASGOW	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	9
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	18	4
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	17	4
LEEDS BRADFORD	JET2.COM LTD	S A	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	12	87.5	14	8
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	23	8
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	8	0	0	0.0	0.0	75.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	31	100.0	1	9
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	24	0	0	0.0	16.7	33.3	20.8	16.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	23	85.7	9	28
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	24	0	0	0.0	8.3	62.5	16.7	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	10	28
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	44.4	26	9
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	55.6	21	9
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	8	0	0	0.0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	28	75.0	26	4
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	7	75.0	30	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	75.0	32	4
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	75.0	40	4
GATWICK	THOMAS COOK AIRLINES LTD	S A	20	0	0	0.0	5.0	30.0	20.0	20.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	45	71.4	15	21
GATWICK	THOMAS COOK AIRLINES LTD	S D	20	0	0	0.0	15.0	40.0	10.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	34	95.2	4	21
GATWICK	TUI AIRWAYS LTD	C A	13	0	0	0.0	0.0	23.1	30.8	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	118	61.5	14	13
GATWICK	TUI AIRWAYS LTD	C D	13	0	0	0.0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	6	13
HEATHROW	BRITISH AIRWAYS PLC	S A	9	0	0	0.0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31	50.0	14	8
HEATHROW	BRITISH AIRWAYS PLC	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	0.0	7	100.0	4	8
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	69	75.0	9	4
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	62	75.0	11	4

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	67	25.0	19	4
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4
	STANSTED	JET2.COM LTD	S	A	17	0	0	0.0	11.8	5.9	23.5	52.9	0.0	5.9	0.0	0.0	0.0	0.0	38	88.9	4	9
	STANSTED	JET2.COM LTD	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	8	88.9	7	9
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	23.1	0.0	53.8	0.0	0.0	7.7	0.0	0.0	0.0	46	76.9	6	13
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	46.2	30.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	30	84.6	6	13
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	6	4
	STANSTED	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	9	100.0	1	4
	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	40.0	18	5
	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	40.0	26	5
	MANCHESTER	EUROPE AIRPOST	C	A	8	0	0	0.0	0.0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	61	25.0	38	4
	MANCHESTER	EUROPE AIRPOST	C	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	26	75.0	18	4
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	17.6	23.5	41.2	17.6	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	59	12
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	5.9	64.7	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	4	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	20	0	0	0.0	5.0	40.0	15.0	15.0	25.0	0.0	0.0	0.0	0.0	0.0	33	37.0	64	27
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	20	0	0	0.0	15.0	45.0	15.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	27	64.0	28	25
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	0.0	23.5	29.4	23.5	17.6	0.0	5.9	0.0	0.0	0.0	41	76.5	15	17
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	41.2	29.4	17.6	0.0	5.9	0.0	0.0	0.0	0.0	26	58.8	14	17
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	33.3	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	62.5	13	8
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	30	62.5	10	8
	NEWCASTLE	THOMAS COOK AIRLINES 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	12	77.8	4	9
	NEWCASTLE	THOMAS COOK AIRLINES 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	88.9	6	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	11.1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	49	66.7	13	9
	NEWCASTLE	TUI AIRWAYS 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	34	77.8	15	9
<b>TOTAL ZAKINTHOS</b>					<b>756</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>14.4</b>	<b>36.9</b>	<b>19.8</b>	<b>15.9</b>	<b>9.3</b>	<b>1.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>72.3</b>	<b>17</b>	<b>723</b>
ZARAGOZA																						
	STANSTED	RYANAIR	S	A	21	0	0	0.0	0.0	19.0	14.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	46	85.7	10	21
	STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	19.0	28.6	33.3	19.0	0.0	0.0	0.0	0.0	0.0	36	76.2	11	21
<b>TOTAL ZARAGOZA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>21.4</b>	<b>33.3</b>	<b>26.2</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>81.0</b>	<b>11</b>	<b>42</b>
ZURICH																						
	BIRMINGHAM	SWISS AIRLINES	S	A	50	0	0	0.0	40.0	40.0	6.0	6.0	8.0	0.0	0.0	0.0	0.0	0.0	13	88.5	7	52
	BIRMINGHAM	SWISS AIRLINES	S	D	50	0	0	0.0	8.0	42.0	32.0	8.0	10.0	0.0	0.0	0.0	0.0	0.0	21	71.2	13	52
	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	32	0.0	0	0

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JUN 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	BA CITYFLYER LTD	C	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	11	4
	EDINBURGH	BA CITYFLYER 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	20	66.7	11	3	
	EDINBURGH	EDELWEISS AIR	S	A	17	0	0	0.0	17.6	29.4	17.6	35.3	0.0	0.0	0.0	0.0	0.0	19	69.2	8	13	
	EDINBURGH	EDELWEISS AIR	S	D	17	0	0	0.0	5.9	29.4	17.6	41.2	5.9	0.0	0.0	0.0	0.0	27	46.2	18	13	
	EDINBURGH	SWISS AIR AMBULANCE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	ISLE OF MAN	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	
	JERSEY	BLUE ISLANDS LIMITED	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	63	0.0	84	4	
	JERSEY	BLUE ISLANDS LIMITED	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	3	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	1	0.0	15.2	32.6	21.7	13.0	13.0	2.2	0.0	0.0	2.2	27	44.0	29	48	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	2	0.0	8.5	48.9	17.0	14.9	6.4	0.0	0.0	0.0	4.3	19	53.1	26	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	166	0	1	10.2	43.1	25.7	8.4	7.2	4.8	0.0	0.0	0.0	0.6	11	77.5	12	169	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	167	0	0	0.0	24.6	48.5	18.6	7.8	0.6	0.0	0.0	0.0	0.0	10	82.2	10	169	
	HEATHROW	SWISS AIRLINES	S	A	205	0	5	1.0	28.1	38.1	16.7	10.5	2.4	0.5	0.5	0.0	2.4	15	74.3	13	206	
	HEATHROW	SWISS AIRLINES	S	D	204	0	6	0.0	6.7	46.7	21.9	16.7	4.8	0.0	0.0	0.5	2.9	22	72.2	15	205	
	LONDON CITY	BA CITYFLYER LTD	S	A	82	0	1	1.2	47.0	31.3	6.0	6.0	6.0	1.2	0.0	0.0	1.2	14	85.7	10	84	
	LONDON CITY	BA CITYFLYER LTD	S	D	82	0	2	0.0	33.3	36.9	13.1	6.0	7.1	1.2	0.0	0.0	2.4	16	69.4	20	85	
	LONDON CITY	SWISS AIRLINES	S	A	147	0	4	2.6	48.3	25.8	10.6	7.3	2.6	0.0	0.0	0.0	2.6	9	87.8	6	148	
	LONDON CITY	SWISS AIRLINES	S	D	146	0	6	0.0	16.4	46.7	15.8	12.5	3.9	0.0	0.7	0.0	3.9	17	65.5	16	148	
	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	100.0	9	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	54	0	2	1.8	16.1	23.2	16.1	12.5	21.4	1.8	3.6	0.0	3.6	40	57.1	29	56	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	1	0.0	3.6	47.3	20.0	10.9	10.9	5.5	0.0	0.0	1.8	29	53.6	33	56	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	MANCHESTER	SWISS AIRLINES	S	A	50	0	1	0.0	29.4	39.2	11.8	13.7	2.0	2.0	0.0	0.0	2.0	15	75.0	11	52	
	MANCHESTER	SWISS AIRLINES	S	D	50	0	1	0.0	2.0	29.4	37.3	25.5	2.0	2.0	0.0	0.0	2.0	27	46.2	21	52	
<b>TOTAL ZURICH</b>					<b>1649</b>	<b>0</b>	<b>33</b>	<b>1.5</b>	<b>25.0</b>	<b>38.0</b>	<b>16.1</b>	<b>11.4</b>	<b>5.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>17</b>	<b>72.2</b>	<b>15</b>	<b>1672</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	89	0	1	4.4	32.2	31.1	8.9	13.3	3.3	3.3	2.2	0.0	0.0	1.1	23	87.0	10	100
SCHEDULED FLIGHTS(ALL ROUTES)	3485	2	333	6.2	36.1	30.9	8.0	5.1	3.2	1.3	0.5	0.0	0.1	8.7	12	80.7	12	4105
<b>AIRPORT TOTAL</b>	<b>3574</b>	<b>2</b>	<b>334</b>	<b>6.2</b>	<b>36.0</b>	<b>30.9</b>	<b>8.0</b>	<b>5.2</b>	<b>3.2</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>8.5</b>	<b>13</b>	<b>80.8</b>	<b>12</b>	<b>4205</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	15	0	0	26.7	26.7	20.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4
SCHEDULED FLIGHTS(ALL ROUTES)	3122	0	29	3.6	43.7	33.9	7.7	5.8	3.0	1.1	0.1	0.0	0.0	0.9	10	78.6	12	3257
<b>AIRPORT TOTAL</b>	<b>3137</b>	<b>0</b>	<b>29</b>	<b>3.8</b>	<b>43.6</b>	<b>33.8</b>	<b>7.8</b>	<b>5.8</b>	<b>3.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>78.6</b>	<b>12</b>	<b>3261</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	283	0	0	6.4	20.1	45.2	11.7	9.2	4.2	2.1	0.4	0.7	0.0	0.0	31	72.1	29	290	
SCHEDULED FLIGHTS(ALL ROUTES)	3688	0	10	4.0	22.2	42.9	12.7	11.0	4.9	1.5	0.6	0.1	0.0	0.3	18	75.0	15	3410	
<b>AIRPORT TOTAL</b>	<b>3971</b>	<b>0</b>	<b>10</b>	<b>4.1</b>	<b>22.0</b>	<b>43.1</b>	<b>12.6</b>	<b>10.9</b>	<b>4.8</b>	<b>1.5</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>74.8</b>	<b>16</b>	<b>3700</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	988	0	0	2.3	15.3	36.4	21.5	14.4	5.2	2.0	1.7	1.2	0.0	0.0	36	56.7	32	869
SCHEDULED FLIGHTS(ALL ROUTES)	8581	0	115	4.1	22.0	36.7	15.1	11.2	6.3	2.1	1.0	0.2	0.0	1.3	24	66.9	18	9804
<b>AIRPORT TOTAL</b>	<b>9569</b>	<b>0</b>	<b>115</b>	<b>3.9</b>	<b>21.3</b>	<b>36.6</b>	<b>15.7</b>	<b>11.5</b>	<b>6.2</b>	<b>2.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>25</b>	<b>66.1</b>	<b>20</b>	<b>10673</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	130	0	0	2.3	23.1	43.8	8.5	13.8	6.2	2.3	0.0	0.0	0.0	0.0	19	80.6	11	134
SCHEDULED FLIGHTS(ALL ROUTES)	289	0	2	1.4	29.6	41.2	11.0	10.0	2.4	1.4	2.1	0.3	0.0	0.7	20	87.1	11	315
<b>AIRPORT TOTAL</b>	<b>419</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>27.6</b>	<b>42.0</b>	<b>10.2</b>	<b>11.2</b>	<b>3.6</b>	<b>1.7</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>85.1</b>	<b>11</b>	<b>449</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	651	0	0	4.5	19.0	35.9	15.8	12.6	9.5	1.4	0.8	0.5	0.0	0.0	28	69.0	16	632
SCHEDULED FLIGHTS(ALL ROUTES)	5713	0	101	2.2	18.8	33.4	15.9	15.5	9.1	2.1	1.2	0.1	0.0	1.7	27	60.1	23	5564
<b>AIRPORT TOTAL</b>	<b>6364</b>	<b>0</b>	<b>101</b>	<b>2.4</b>	<b>18.9</b>	<b>33.7</b>	<b>15.9</b>	<b>15.2</b>	<b>9.2</b>	<b>2.0</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>61.0</b>	<b>22</b>	<b>6196</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										PERCENTAGE OF FLIGHTS LATE			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)	450	0	0	3.3	21.3	38.7	19.6	10.2	6.4	0.4	0.0	0.0	0.0	0.0	17	69.7	20	543
SCHEDULED FLIGHTS(ALL ROUTES)	1225	4	28	4.1	29.4	35.7	11.1	8.6	5.7	2.4	0.4	0.0	0.3	2.2	18	82.9	10	1250
<b>AIRPORT TOTAL</b>	<b>1675</b>	<b>4</b>	<b>28</b>	<b>3.9</b>	<b>27.2</b>	<b>36.5</b>	<b>13.4</b>	<b>9.0</b>	<b>5.9</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>1.6</b>	<b>18</b>	<b>78.9</b>	<b>13</b>	<b>1793</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	318	0	0	8.8	40.6	34.3	7.2	6.9	1.6	0.0	0.6	0.0	0.0	0.0	10	88.7	6	291
SCHEDULED FLIGHTS(ALL ROUTES)	630	0	0	2.5	30.6	38.6	13.0	10.2	4.3	0.3	0.5	0.0	0.0	0.0	14	76.8	14	714
<b>AIRPORT TOTAL</b>	<b>948</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>34.0</b>	<b>37.1</b>	<b>11.1</b>	<b>9.1</b>	<b>3.4</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.2</b>	<b>12</b>	<b>1005</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	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	70	0.0	76	5
SCHEDULED FLIGHTS(ALL ROUTES)	289	0	8	2.0	29.6	47.1	9.1	4.0	4.7	0.7	0.0	0.0	0.0	2.7	11	84.1	9	300
<b>AIRPORT TOTAL</b>	<b>292</b>	<b>0</b>	<b>8</b>	<b>2.0</b>	<b>29.3</b>	<b>47.0</b>	<b>9.0</b>	<b>4.0</b>	<b>5.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>12</b>	<b>82.7</b>	<b>10</b>	<b>305</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	377	0	0	2.4	26.8	39.0	12.7	11.4	4.5	1.9	1.3	0.0	0.0	0.0	20	80.2	9	405	
SCHEDULED FLIGHTS(ALL ROUTES)	3348	0	23	4.9	28.3	36.6	12.4	10.1	5.6	0.8	0.5	0.1	0.0	0.7	17	79.6	12	3418	
<b>AIRPORT TOTAL</b>	<b>3725</b>	<b>0</b>	<b>23</b>	<b>4.7</b>	<b>28.2</b>	<b>36.8</b>	<b>12.5</b>	<b>10.2</b>	<b>5.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>79.7</b>	<b>12</b>	<b>3823</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	208	0	1	2.9	16.7	37.8	14.8	14.8	10.0	2.4	0.0	0.0	0.0	0.5	25	68.8	17	182
SCHEDULED FLIGHTS(ALL ROUTES)	10802	0	87	3.9	25.3	34.7	14.0	11.6	7.0	1.8	0.9	0.0	0.0	0.8	21	70.7	16	10744
<b>AIRPORT TOTAL</b>	<b>11010</b>	<b>0</b>	<b>88</b>	<b>3.9</b>	<b>25.1</b>	<b>34.8</b>	<b>14.0</b>	<b>11.7</b>	<b>7.1</b>	<b>1.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>70.6</b>	<b>16</b>	<b>10926</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	163	0	0	8.0	31.9	36.8	11.7	8.0	3.1	0.6	0.0	0.0	0.0	0.0	12	80.1	11	155
SCHEDULED FLIGHTS(ALL ROUTES)	1108	8	2	2.3	31.6	42.1	10.8	6.2	4.8	0.8	0.4	0.0	0.7	0.2	14	79.9	13	1161
<b>AIRPORT TOTAL</b>	<b>1271</b>	<b>8</b>	<b>2</b>	<b>3.0</b>	<b>31.6</b>	<b>41.5</b>	<b>10.9</b>	<b>6.4</b>	<b>4.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>0.2</b>	<b>13</b>	<b>79.9</b>	<b>13</b>	<b>1316</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	1654	0	25	3.0	18.5	40.1	15.4	12.0	6.0	2.0	1.1	0.5	0.0	1.5	25	65.2	18	1680
SCHEDULED FLIGHTS(ALL ROUTES)	24686	0	235	4.3	21.1	36.7	14.8	13.1	6.6	1.6	0.8	0.1	0.0	0.9	22	64.6	20	24909
<b>AIRPORT TOTAL</b>	<b>26340</b>	<b>0</b>	<b>260</b>	<b>4.2</b>	<b>20.9</b>	<b>37.0</b>	<b>14.8</b>	<b>13.0</b>	<b>6.5</b>	<b>1.7</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>64.6</b>	<b>20</b>	<b>26589</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	339	0	1	5.0	17.4	38.8	18.2	13.5	2.6	2.9	0.6	0.6	0.0	0.3	25	68.9	15	427
SCHEDULED FLIGHTS(ALL ROUTES)	7644	0	114	4.2	33.1	32.1	11.6	9.5	5.5	1.7	0.7	0.1	0.0	1.5	19	77.3	13	7908
<b>AIRPORT TOTAL</b>	<b>7983</b>	<b>0</b>	<b>115</b>	<b>4.2</b>	<b>32.4</b>	<b>32.4</b>	<b>11.9</b>	<b>9.7</b>	<b>5.3</b>	<b>1.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>76.8</b>	<b>13</b>	<b>8335</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	128	0	0	3.1	18.8	42.2	15.6	12.5	6.3	1.6	0.0	0.0	0.0	0.0	19	83.0	9	106
SCHEDULED FLIGHTS(ALL ROUTES)	39967	0	301	8.1	32.0	36.5	11.3	7.3	3.0	0.7	0.3	0.1	0.0	0.7	13	77.5	13	40161
<b>AIRPORT TOTAL</b>	<b>40095</b>	<b>0</b>	<b>301</b>	<b>8.1</b>	<b>32.0</b>	<b>36.5</b>	<b>11.3</b>	<b>7.3</b>	<b>3.0</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>77.5</b>	<b>13</b>	<b>40267</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	19	0	0	5.3	21.1	36.8	31.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	1239	0	14	4.5	41.5	33.7	8.5	5.3	3.3	1.4	0.5	0.2	0.0	1.1	14	0.0	0	0
<b>AIRPORT TOTAL</b>	<b>1258</b>	<b>0</b>	<b>14</b>	<b>4.6</b>	<b>41.2</b>	<b>33.7</b>	<b>8.9</b>	<b>5.2</b>	<b>3.3</b>	<b>1.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	42	0	0	0.0	19.0	42.9	4.8	14.3	14.3	4.8	0.0	0.0	0.0	0.0	30	39.3	11	16
SCHEDULED FLIGHTS(ALL ROUTES)	2200	0	36	3.0	37.6	32.5	10.9	7.0	5.9	0.8	0.7	0.0	0.0	1.6	15	68.1	17	2141
<b>AIRPORT TOTAL</b>	<b>2242</b>	<b>0</b>	<b>36</b>	<b>2.9</b>	<b>37.3</b>	<b>32.7</b>	<b>10.8</b>	<b>7.1</b>	<b>6.0</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>67.7</b>	<b>17</b>	<b>2157</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	147	0	1	4.1	13.5	38.5	12.2	15.5	9.5	4.7	1.4	0.0	0.0	0.7	31	78.9	8	122
SCHEDULED FLIGHTS(ALL ROUTES)	3030	0	197	6.8	28.4	35.7	9.8	8.1	3.8	0.7	0.5	0.1	0.0	6.1	15	81.7	11	3422
<b>AIRPORT TOTAL</b>	<b>3177</b>	<b>0</b>	<b>198</b>	<b>6.7</b>	<b>27.7</b>	<b>35.8</b>	<b>9.9</b>	<b>8.4</b>	<b>4.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>5.9</b>	<b>15</b>	<b>81.6</b>	<b>10</b>	<b>3544</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	23	0	0	8.7	30.4	39.1	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	9	70.8	11	24
SCHEDULED FLIGHTS(ALL ROUTES)	3147	0	16	3.8	38.3	34.0	9.3	8.4	4.1	1.0	0.5	0.0	0.0	0.5	13	83.1	9	3121
<b>AIRPORT TOTAL</b>	<b>3170</b>	<b>0</b>	<b>16</b>	<b>3.8</b>	<b>38.3</b>	<b>34.1</b>	<b>9.3</b>	<b>8.4</b>	<b>4.1</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>83.0</b>	<b>9</b>	<b>3145</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
SCHEDULED FLIGHTS(ALL ROUTES)	6645	0	185	3.1	32.8	33.3	12.1	9.9	4.8	0.9	0.4	0.0	0.0	2.7	16	74.6	14	6651
<b>AIRPORT TOTAL</b>	<b>6645</b>	<b>0</b>	<b>185</b>	<b>3.1</b>	<b>32.8</b>	<b>33.3</b>	<b>12.1</b>	<b>9.9</b>	<b>4.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>74.6</b>	<b>14</b>	<b>6653</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	275	0	0	0.7	13.1	33.5	24.0	17.1	8.7	2.2	0.7	0.0	0.0	0.0	28	73.1	14	501
SCHEDULED FLIGHTS(ALL ROUTES)	9239	0	97	4.2	18.2	35.4	14.9	14.8	8.8	1.8	0.8	0.0	0.0	1.0	24	70.0	18	9184
<b>AIRPORT TOTAL</b>	<b>9514</b>	<b>0</b>	<b>97</b>	<b>4.1</b>	<b>18.0</b>	<b>35.3</b>	<b>15.2</b>	<b>14.9</b>	<b>8.8</b>	<b>1.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>25</b>	<b>70.2</b>	<b>18</b>	<b>9685</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	1540	0	0	1.6	10.6	36.7	18.2	17.8	11.0	2.3	1.6	0.3	0.0	0.0	32	61.9	26	1547
SCHEDULED FLIGHTS(ALL ROUTES)	16755	0	128	4.2	21.5	39.2	13.7	11.6	6.7	1.4	0.8	0.2	0.0	0.8	22	71.1	17	16905
<b>AIRPORT TOTAL</b>	<b>18295</b>	<b>0</b>	<b>128</b>	<b>4.0</b>	<b>20.5</b>	<b>39.0</b>	<b>14.1</b>	<b>12.1</b>	<b>7.0</b>	<b>1.5</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>70.3</b>	<b>18</b>	<b>18452</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1
SCHEDULED FLIGHTS(ALL ROUTES)	4286	0	55	5.7	26.8	40.1	12.3	8.5	3.8	0.8	0.6	0.1	0.0	1.3	15	80.7	11	4529
<b>AIRPORT TOTAL</b>	<b>4286</b>	<b>0</b>	<b>55</b>	<b>5.7</b>	<b>26.8</b>	<b>40.1</b>	<b>12.3</b>	<b>8.5</b>	<b>3.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>80.7</b>	<b>11</b>	<b>4530</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	11	0	0	0.0	45.5	18.2	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	8	3
SCHEDULED FLIGHTS(ALL ROUTES)	3024	0	119	2.2	33.4	36.3	9.9	7.7	5.0	1.1	0.6	0.0	0.0	3.8	15	77.2	13	3715
<b>AIRPORT TOTAL</b>	<b>3035</b>	<b>0</b>	<b>119</b>	<b>2.2</b>	<b>33.4</b>	<b>36.3</b>	<b>10.0</b>	<b>7.6</b>	<b>5.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>15</b>	<b>77.2</b>	<b>13</b>	<b>3718</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 2017			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
SCHEDULED FLIGHTS(ALL ROUTES)	1579	0	35	3.7	29.1	33.9	10.2	9.2	6.6	2.5	1.9	0.6	0.0	2.2	30	75.6	17	1113
<b>AIRPORT TOTAL</b>	<b>1579</b>	<b>0</b>	<b>35</b>	<b>3.7</b>	<b>29.1</b>	<b>33.9</b>	<b>10.2</b>	<b>9.2</b>	<b>6.6</b>	<b>2.5</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>2.2</b>	<b>30</b>	<b>75.6</b>	<b>17</b>	<b>1113</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JUNE 2018

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JUN 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JUN 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)	272	0	0	1.1	12.5	37.5	19.9	15.4	10.3	2.9	0.4	0.0	0.0	0.0	27	81.4	9	301
SCHEDULED FLIGHTS(ALL ROUTES)	15579	0	183	2.1	14.5	29.7	18.1	18.3	12.2	2.6	1.2	0.2	0.0	1.2	32	73.6	15	14194
<b>AIRPORT TOTAL</b>	<b>15851</b>	<b>0</b>	<b>183</b>	<b>2.1</b>	<b>14.5</b>	<b>29.8</b>	<b>18.1</b>	<b>18.3</b>	<b>12.2</b>	<b>2.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>32</b>	<b>73.7</b>	<b>14</b>	<b>14495</b>