

# 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

January 2019

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## **FOREWORD**

### **1 CONTENT**

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

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

### **2 ENQUIRIES**

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

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late								
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	32	0	0	15.6	53.1	12.5	9.4	9.4	0.0	0.0	0.0	0.0	0.0	0.0	7	88.1	8	42	
<b>TOTAL COPENHAGEN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>53.1</b>	<b>12.5</b>	<b>9.4</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.1</b>	<b>8</b>	<b>42</b>	
ESBJERG	BMI REGIONAL	S	25	0	2	3.7	37.0	29.6	3.7	11.1	7.4	0.0	0.0	0.0	0.0	7.4	13	75.0	8	26	
ESBJERG	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 ESBJERG</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>35.7</b>	<b>28.6</b>	<b>7.1</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>14</b>	<b>75.0</b>	<b>8</b>	<b>26</b>	
<b>TOTAL DENMARK</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>45.0</b>	<b>20.0</b>	<b>8.3</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>3.3</b>	<b>10</b>	<b>82.9</b>	<b>8</b>	<b>68</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	119	0	1	2.5	46.7	27.5	12.5	6.7	1.7	1.7	0.0	0.0	0.0	0.8	11	77.9	7	134	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>46.7</b>	<b>27.5</b>	<b>12.5</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>0.8</b>	<b>11</b>	<b>77.9</b>	<b>7</b>	<b>134</b>	
<b>TOTAL FRANCE</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>46.7</b>	<b>27.5</b>	<b>12.5</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>0.8</b>	<b>11</b>	<b>77.9</b>	<b>7</b>	<b>134</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	90.1	6	121	
<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>90.1</b>	<b>6</b>	<b>121</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>90.1</b>	<b>6</b>	<b>121</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	83.3	10	18	
KEFLAVIK	ICELANDAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL KEFLAVIK</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>83.3</b>	<b>10</b>	<b>18</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>100.0</b>	<b>0.0</b>	<b>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>10</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	86	0	0	9.3	55.8	25.6	4.7	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	89.8	6	88	
<b>TOTAL DUBLIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>55.8</b>	<b>25.6</b>	<b>4.7</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>5</b>	<b>89.8</b>	<b>6</b>	<b>88</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>55.8</b>	<b>25.6</b>	<b>4.7</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>5</b>	<b>89.8</b>	<b>6</b>	<b>88</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	128	0	10	2.9	38.4	36.2	8.7	5.8	0.7	0.0	0.0	0.0	0.0	7.2	7	78.6	8	124	
AMSTERDAM	KLM CITYHOPPER	S	90	0	0	3.3	44.4	47.8	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.1	6	101	
<b>TOTAL AMSTERDAM</b>			<b>218</b>	<b>0</b>	<b>10</b>	<b>3.1</b>	<b>40.8</b>	<b>40.8</b>	<b>7.0</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>6</b>	<b>83.6</b>	<b>7</b>	<b>225</b>	
<b>TOTAL NETHERLANDS</b>			<b>218</b>	<b>0</b>	<b>10</b>	<b>3.1</b>	<b>40.8</b>	<b>40.8</b>	<b>7.0</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>6</b>	<b>83.6</b>	<b>7</b>	<b>225</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	S	88	0	10	3.1	39.8	35.7	3.1	4.1	4.1	0.0	0.0	0.0	0.0	10.2	9	79.6	16	98	
<b>TOTAL BERGEN</b>			<b>88</b>	<b>0</b>	<b>10</b>	<b>3.1</b>	<b>39.8</b>	<b>35.7</b>	<b>3.1</b>	<b>4.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>9</b>	<b>79.6</b>	<b>16</b>	<b>98</b>	
HAUGESUND	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>100.0</b>	<b>0</b>	<b>2</b>	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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	
OSLO (GARDERMOEN)	BMI REGIONAL	S	42	0	2	2.3	34.1	27.3	9.1	9.1	9.1	4.5	0.0	0.0	0.0	4.5	23	55.6	20	36	
OSLO (GARDERMOEN)	SAS	S	18	0	0	16.7	27.8	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.0	24	18	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>32.3</b>	<b>30.6</b>	<b>11.3</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>18</b>	<b>55.4</b>	<b>22</b>	<b>54</b>	
STAVANGER	SAS	S	88	0	2	0.0	46.7	27.8	4.4	12.2	4.4	2.2	0.0	0.0	0.0	2.2	15	73.9	16	86	
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	104	0	2	3.8	57.5	25.5	3.8	7.5	0.0	0.0	0.0	0.0	0.0	1.9	5	77.8	6	78	
<b>TOTAL STAVANGER</b>			<b>192</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>52.6</b>	<b>26.5</b>	<b>4.1</b>	<b>9.7</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>75.8</b>	<b>11</b>	<b>164</b>	
<b>TOTAL NORWAY</b>			<b>340</b>	<b>0</b>	<b>16</b>	<b>3.1</b>	<b>45.5</b>	<b>29.8</b>	<b>5.1</b>	<b>7.6</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>11</b>	<b>73.7</b>	<b>14</b>	<b>318</b>	
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	16	0	0	12.5	56.3	18.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	80.0	11	18	
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>11</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	58.3	22	12	
<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>58.3</b>	<b>22</b>	<b>12</b>	
<b>TOTAL POLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.9</b>	<b>15</b>	<b>30</b>	
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	18	0	0	5.6	44.4	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	16	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
MALAGA	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	94.4	3	18	
<b>TOTAL MALAGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</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>0.0</b>	<b>9</b>	<b>97.1</b>	<b>2</b>	<b>34</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	44.4	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	10	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</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>11</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</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>11</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET SWITZERLAND	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	13	77.8	9	18	
<b>TOTAL GENEVA</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>13</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>TOTAL SWITZERLAND</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>13</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	40	0	0	2.5	70.0	20.0	2.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	6	60	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>70.0</b>	<b>20.0</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.1</b>	<b>6</b>	<b>60</b>	
BIRMINGHAM	FLYBE LTD	S	138	0	0	4.3	50.0	35.5	5.8	3.6	0.7	0.0	0.0	0.0	0.0	0.0	5	90.4	4	145	
<b>TOTAL BIRMINGHAM</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>50.0</b>	<b>35.5</b>	<b>5.8</b>	<b>3.6</b>	<b>0.7</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>90.4</b>	<b>4</b>	<b>145</b>	
BRISTOL	BMI REGIONAL	S	52	0	2	3.7	48.1	16.7	5.6	11.1	3.7	3.7	0.0	0.0	3.7	27	67.8	23	57		
<b>TOTAL BRISTOL</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>48.1</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>27</b>	<b>67.8</b>	<b>23</b>	<b>57</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	16	47
<b>TOTAL CARDIFF WALES</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>67.9</b>	<b>16</b>	<b>47</b>
EDINBURGH	LOGANAIR LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	70	1
<b>TOTAL EDINBURGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>70</b>	<b>1</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	4	60
GATWICK	EASYJET UK LTD	S	54	0	0	5.6	37.0	37.0	14.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL GATWICK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>37.0</b>	<b>37.0</b>	<b>14.8</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>8</b>	<b>86.7</b>	<b>4</b>	<b>60</b>
GLASGOW	ICELANDAIR	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 GLASGOW</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>
HEATHROW	BRITISH AIRWAYS PLC	S	288	0	7	5.1	52.9	26.1	7.8	2.7	2.7	0.3	0.0	0.0	0.0	2.4	7	85.6	6	434
HEATHROW	FLYBE LTD	S	158	0	0	9.5	55.1	27.2	5.1	0.6	0.6	1.9	0.0	0.0	0.0	0.0	6	90.1	6	161
<b>TOTAL HEATHROW</b>			<b>446</b>	<b>0</b>	<b>7</b>	<b>6.6</b>	<b>53.6</b>	<b>26.5</b>	<b>6.8</b>	<b>2.0</b>	<b>2.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>86.9</b>	<b>6</b>	<b>595</b>
HUMBERSIDE	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
HUMBERSIDE	FLYBE LTD	S	96	0	12	19.4	38.0	17.6	3.7	3.7	5.6	0.9	0.0	0.0	0.0	11.1	11	56.4	25	112
<b>TOTAL HUMBERSIDE</b>			<b>96</b>	<b>0</b>	<b>13</b>	<b>19.3</b>	<b>37.6</b>	<b>17.4</b>	<b>3.7</b>	<b>3.7</b>	<b>5.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.9</b>	<b>11</b>	<b>56.4</b>	<b>25</b>	<b>112</b>
INVERNESS	LOGANAIR LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL INVERNESS</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>
KIRKWALL	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
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	66.9	15	119
KIRKWALL	LOGANAIR LTD	S	139	0	6	16.6	38.6	22.8	5.5	6.2	5.5	0.7	0.0	0.0	0.0	4.1	12	80.6	19	150
<b>TOTAL KIRKWALL</b>			<b>139</b>	<b>0</b>	<b>6</b>	<b>16.6</b>	<b>38.6</b>	<b>22.8</b>	<b>5.5</b>	<b>6.2</b>	<b>5.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>12</b>	<b>74.5</b>	<b>17</b>	<b>271</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	31.8	24	27
<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>31.8</b>	<b>24</b>	<b>27</b>
LONDON CITY	FLYBE LTD	S	93	0	3	4.2	26.0	40.6	12.5	7.3	5.2	1.0	0.0	0.0	0.0	3.1	13	84.4	8	90
<b>TOTAL LONDON CITY</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>26.0</b>	<b>40.6</b>	<b>12.5</b>	<b>7.3</b>	<b>5.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>84.4</b>	<b>8</b>	<b>90</b>
LUTON	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	86.1	11	36
LUTON	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	50.0	24	2
LUTON	EASYJET UK LTD	S	36	0	1	2.7	40.5	37.8	5.4	10.8	0.0	0.0	0.0	0.0	0.0	2.7	8	0.0	0	0
<b>TOTAL LUTON</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>40.5</b>	<b>37.8</b>	<b>5.4</b>	<b>10.8</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>8</b>	<b>84.2</b>	<b>12</b>	<b>38</b>
MANCHESTER	FLYBE LTD	S	266	0	4	0.7	45.6	34.8	4.4	5.6	6.7	0.4	0.4	0.0	0.0	1.5	12	91.9	5	272
<b>TOTAL MANCHESTER</b>			<b>266</b>	<b>0</b>	<b>4</b>	<b>0.7</b>	<b>45.6</b>	<b>34.8</b>	<b>4.4</b>	<b>5.6</b>	<b>6.7</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>91.9</b>	<b>5</b>	<b>272</b>
NEWCASTLE	EASTERN AIRWAYS	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
NEWCASTLE	FLYBE LTD	S	55	0	77	1.5	18.9	10.6	3.8	2.3	3.8	0.0	0.8	0.0	0.0	58.3	16	56.5	20	73
<b>TOTAL NEWCASTLE</b>			<b>56</b>	<b>0</b>	<b>77</b>	<b>2.3</b>	<b>18.8</b>	<b>10.5</b>	<b>3.8</b>	<b>2.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>57.9</b>	<b>15</b>	<b>56.5</b>	<b>20</b>	<b>73</b>
NORWICH	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	70.9	15	107

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NORWICH	FLYBE LTD	S	121	0	11	9.8	40.9	26.5	1.5	3.0	6.8	1.5	1.5	0.0	0.0	8.3	14	54.1	24	119
NORWICH	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	83.3	9	6
<b>TOTAL NORWICH</b>			<b>122</b>	<b>0</b>	<b>11</b>	<b>9.8</b>	<b>40.6</b>	<b>26.3</b>	<b>2.3</b>	<b>3.0</b>	<b>6.8</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>14</b>	<b>62.2</b>	<b>19</b>	<b>232</b>
SOUTHAMPTON	FLYBE 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	1	54.2	21	77
<b>TOTAL SOUTHAMPTON</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>54.2</b>	<b>21</b>	<b>77</b>
SOUTHEND	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL STANSTED</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>
STORNOWAY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.5	22	40
<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>56.5</b>	<b>22</b>	<b>40</b>
SUMBURGH	EASTERN AIRWAYS	S	152	0	51	20.2	16.7	15.3	4.4	3.4	4.4	6.4	3.4	0.5	0.0	25.1	37	44.4	37	134
SUMBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.1	18	20
SUMBURGH	LOGANAIR LTD	S	216	0	5	9.5	50.2	23.1	4.5	1.8	5.4	1.8	0.9	0.5	0.0	2.3	15	72.0	19	235
<b>TOTAL SUMBURGH</b>			<b>368</b>	<b>0</b>	<b>56</b>	<b>14.6</b>	<b>34.2</b>	<b>19.3</b>	<b>4.5</b>	<b>2.6</b>	<b>5.0</b>	<b>4.0</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>13.2</b>	<b>24</b>	<b>58.6</b>	<b>25</b>	<b>389</b>
TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	99	0	12	6.3	40.5	23.4	2.7	7.2	7.2	1.8	0.0	0.0	0.0	10.8	17	100.0	0	1
TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	14	117
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>99</b>	<b>0</b>	<b>12</b>	<b>6.3</b>	<b>40.5</b>	<b>23.4</b>	<b>2.7</b>	<b>7.2</b>	<b>7.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.8</b>	<b>17</b>	<b>78.0</b>	<b>14</b>	<b>118</b>
WICK JOHN O GROATS	FLYBE LTD	S	70	0	4	0.0	40.5	31.1	5.4	2.7	6.8	8.1	0.0	0.0	0.0	5.4	23	62.9	18	84
WICK JOHN O GROATS	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>			<b>71</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>40.0</b>	<b>30.7</b>	<b>6.7</b>	<b>2.7</b>	<b>6.7</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>23</b>	<b>62.9</b>	<b>18</b>	<b>84</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2089</b>	<b>0</b>	<b>198</b>	<b>7.9</b>	<b>41.5</b>	<b>25.9</b>	<b>5.5</b>	<b>4.0</b>	<b>4.2</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>8.7</b>	<b>13</b>	<b>73.3</b>	<b>14</b>	<b>2788</b>
<b>TOTAL ABERDEEN</b>			<b>2971</b>	<b>0</b>	<b>227</b>	<b>6.8</b>	<b>42.5</b>	<b>27.4</b>	<b>6.0</b>	<b>4.6</b>	<b>3.7</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>7.1</b>	<b>12</b>	<b>75.3</b>	<b>13</b>	<b>3860</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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	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	0.0	22	1	
<b>TOTAL INNSBRUCK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>22</b>	<b>1</b>	
SALZBURG	FLYBE LTD	C	8	0	0	12.5	12.5	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	8		
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</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</b>	<b>50.0</b>	<b>28</b>	<b>8</b>		
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</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</b>	<b>44.4</b>	<b>27</b>	<b>9</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	78.9	23	19		
<b>TOTAL KEFLAVIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.9</b>	<b>23</b>	<b>19</b>		
<b>TOTAL ICELAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>78.9</b>	<b>23</b>	<b>19</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	0.0	21	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>0.0</b>	<b>21</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>0.0</b>	<b>21</b>	<b>1</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1		
AMSTERDAM	KLM	S	44	0	2	10.9	56.5	19.6	8.7	0.0	0.0	0.0	0.0	0.0	4.3	2	75.5	7	48		
<b>TOTAL AMSTERDAM</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>56.5</b>	<b>19.6</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>2</b>	<b>74.1</b>	<b>8</b>	<b>49</b>		
<b>TOTAL NETHERLANDS</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>56.5</b>	<b>19.6</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>2</b>	<b>74.1</b>	<b>8</b>	<b>49</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	100.0	4	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>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>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	40	0	0	20.0	50.0	25.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	3	90.3	5	60		
<b>TOTAL ABERDEEN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.3</b>	<b>5</b>	<b>60</b>		
BELFAST INTERNATIONAL	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	14	1		
BELFAST INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
<b>TOTAL BELFAST 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>25</b>	<b>50.0</b>	<b>14</b>	<b>1</b>		
BIRMINGHAM	FLYBE LTD	S	341	0	0	1.2	42.5	40.8	8.5	5.3	1.2	0.6	0.0	0.0	0.0	8	89.6	5	300		
<b>TOTAL BIRMINGHAM</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>42.5</b>	<b>40.8</b>	<b>8.5</b>	<b>5.3</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.6</b>	<b>5</b>	<b>300</b>		
CARDIFF WALES	FLYBE LTD	S	90	0	0	2.2	34.4	44.4	5.6	7.8	5.6	0.0	0.0	0.0	0.0	10	79.6	12	107		
<b>TOTAL CARDIFF WALES</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>34.4</b>	<b>44.4</b>	<b>5.6</b>	<b>7.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.6</b>	<b>12</b>	<b>107</b>		
DONCASTER SHEFFIELD	FLYBE LTD	S	38	0	0	2.6	26.3	63.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	1		
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>26.3</b>	<b>63.2</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>6</b>	<b>1</b>		



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	FLYBE LTD	S	183	0	0	2.2	59.6	31.7	3.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	91.5	3	171
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>59.6</b>	<b>31.7</b>	<b>3.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.5</b>	<b>3</b>	<b>171</b>
EDINBURGH	FLYBE LTD	S	199	0	1	12.0	56.0	20.5	4.0	2.5	3.5	1.0	0.0	0.0	0.0	0.5	7	84.9	9	216
<b>TOTAL EDINBURGH</b>			<b>199</b>	<b>0</b>	<b>1</b>	<b>12.0</b>	<b>56.0</b>	<b>20.5</b>	<b>4.0</b>	<b>2.5</b>	<b>3.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>84.9</b>	<b>9</b>	<b>216</b>
EXETER	FLYBE LTD	S	40	0	0	2.5	50.0	32.5	7.5	2.5	2.5	2.5	0.0	0.0	0.0	0.0	10	97.3	1	37
<b>TOTAL EXETER</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>50.0</b>	<b>32.5</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>97.3</b>	<b>1</b>	<b>37</b>
FARNBOROUGH	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	0	3
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>
GLASGOW	FLYBE LTD	S	180	0	0	7.8	61.1	21.1	3.9	3.9	1.7	0.6	0.0	0.0	0.0	0.0	6	87.4	8	213
<b>TOTAL GLASGOW</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>61.1</b>	<b>21.1</b>	<b>3.9</b>	<b>3.9</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.4</b>	<b>8</b>	<b>213</b>
HEATHROW	AER LINGUS	S	186	0	0	17.7	64.0	12.9	1.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	83.8	7	176
HEATHROW	BRITISH AIRWAYS PLC	S	236	0	4	6.3	69.6	15.8	2.9	0.8	2.9	0.0	0.0	0.0	0.0	1.7	4	87.6	6	234
<b>TOTAL HEATHROW</b>			<b>422</b>	<b>0</b>	<b>4</b>	<b>11.3</b>	<b>67.1</b>	<b>14.6</b>	<b>2.3</b>	<b>2.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>3</b>	<b>86.0</b>	<b>6</b>	<b>410</b>
INVERNESS	FLYBE LTD	S	34	0	0	2.9	61.8	26.5	0.0	2.9	5.9	0.0	0.0	0.0	0.0	0.0	8	81.6	7	38
<b>TOTAL INVERNESS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>61.8</b>	<b>26.5</b>	<b>0.0</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>8</b>	<b>81.6</b>	<b>7</b>	<b>38</b>
ISLE OF MAN	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	52.3	21	42
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>52.3</b>	<b>21</b>	<b>42</b>
LEEDS BRADFORD	FLYBE LTD	S	188	0	1	10.1	49.2	31.2	4.2	2.6	1.6	0.5	0.0	0.0	0.0	0.5	5	86.2	6	212
<b>TOTAL LEEDS BRADFORD</b>			<b>188</b>	<b>0</b>	<b>1</b>	<b>10.1</b>	<b>49.2</b>	<b>31.2</b>	<b>4.2</b>	<b>2.6</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>86.2</b>	<b>6</b>	<b>212</b>
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	35
<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>1</b>	<b>35</b>
LONDON CITY	FLYBE LTD	S	298	0	3	10.6	48.2	27.6	3.7	4.3	3.7	0.7	0.3	0.0	0.0	1.0	8	83.9	9	181
<b>TOTAL LONDON CITY</b>			<b>298</b>	<b>0</b>	<b>3</b>	<b>10.6</b>	<b>48.2</b>	<b>27.6</b>	<b>3.7</b>	<b>4.3</b>	<b>3.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>83.9</b>	<b>9</b>	<b>181</b>
MANCHESTER	FLYBE LTD	S	338	0	6	2.0	46.5	35.2	4.9	4.7	4.7	0.3	0.0	0.0	0.0	1.7	9	86.9	7	351
MANCHESTER	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	0	1
<b>TOTAL MANCHESTER</b>			<b>338</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>46.5</b>	<b>35.2</b>	<b>4.9</b>	<b>4.7</b>	<b>4.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>9</b>	<b>87.0</b>	<b>7</b>	<b>352</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	53.5	19	42
<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>53.5</b>	<b>19</b>	<b>42</b>
PRESTWICK	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>33</b>	<b>2</b>
SOUTHAMPTON	FLYBE LTD	S	134	0	0	4.5	45.5	34.3	7.5	3.7	4.5	0.0	0.0	0.0	0.0	0.0	9	88.9	5	158
<b>TOTAL SOUTHAMPTON</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>34.3</b>	<b>7.5</b>	<b>3.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>5</b>	<b>158</b>
SOUTHEND	FLYBE LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	77	1

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

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SOUTHEND</b>			<b>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>0.0</b>	<b>77</b>	<b>1</b>
TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL TEESSIDE INTERNATIONAL AIRPORT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>2529</b>	<b>0</b>	<b>15</b>	<b>6.7</b>	<b>52.0</b>	<b>29.3</b>	<b>4.6</b>	<b>3.6</b>	<b>2.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>86.0</b>	<b>7</b>	<b>2582</b>
ATLANTA	TAG AVIATION (UK) 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	8	0.0	0	0
<b>TOTAL ATLANTA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
OAKLAND	FAI FLIGHT- AMBULANCE SERVICE	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 OAKLAND</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 USA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELFAST CITY</b>			<b>2583</b>	<b>0</b>	<b>17</b>	<b>6.8</b>	<b>52.0</b>	<b>29.3</b>	<b>4.7</b>	<b>3.5</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>85.5</b>	<b>7</b>	<b>2661</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	EASYJET UK LTD	S	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	0.0	0	0	
SALZBURG	JET2.COM 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	12	8	
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>38.5</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>0.0</b>	<b>12</b>	<b>75.0</b>	<b>12</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>38.5</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>0.0</b>	<b>12</b>	<b>75.0</b>	<b>12</b>	<b>8</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BRIDGETOWN</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 BARBADOS</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>BULGARIA</b>																					
PLOVDIV	THOMAS COOK AIRLINES LTD	C	8	0	0	25.0	0.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	10	
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>10</b>	
<b>CANADA</b>																					
GANDER	AIR CM GLOBAL 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	8	0.0	0	0	
<b>TOTAL GANDER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GOOSE BAY	AIR CM GLOBAL LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL GOOSE BAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	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	6	0.0	0	0	
<b>TOTAL PRAGUE</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
LA ROCHELLE	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
<b>TOTAL LA ROCHELLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
LYON	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	62.5	11	8	
LYON	EASYJET UK LTD	S	8	0	0	0.0	25.0	12.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>62.5</b>	<b>11</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.8	16	38	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	38	0	0	0.0	7.9	50.0	23.7	10.5	5.3	2.6	0.0	0.0	0.0	0.0	22	0.0	0	0	
PARIS (CHARLES DE GAULLE)	EUROPE AIRPOST	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>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.5</b>	<b>50.0</b>	<b>25.0</b>	<b>10.0</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>22</b>	<b>65.8</b>	<b>16</b>	<b>38</b>	
<b>TOTAL FRANCE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.4</b>	<b>43.8</b>	<b>25.0</b>	<b>14.6</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>64.6</b>	<b>16</b>	<b>48</b>	
<b>GERMANY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>BERLIN BRANDENBURG</b>	RYANAIR	S	18	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	4	20	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>4</b>	<b>20</b>	
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>4</b>	<b>20</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	18	
KEFLAVIK	EASYJET UK LTD	S	16	0	0	12.5	56.3	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
<b>TOTAL ICELAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	18	0	0	0.0	33.3	50.0	5.6	0.0	0.0	0.0	5.6	5.6	0.0	0.0	103	77.8	15	18	
<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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>77.8</b>	<b>15</b>	<b>18</b>	
VENICE	EASYJET UK LTD	S	16	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	0.0	0	0	
<b>TOTAL VENICE</b>			<b>16</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>0.0</b>	<b>0</b>	<b>0</b>	
VERONA VILLAFRANCA	JET2.COM 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	83.3	15	6	
<b>TOTAL VERONA VILLAFRANCA</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>5</b>	<b>83.3</b>	<b>15</b>	<b>6</b>	
<b>TOTAL ITALY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>47.6</b>	<b>35.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>79.2</b>	<b>15</b>	<b>24</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	18	0	0	11.1	11.1	44.4	16.7	5.6	11.1	0.0	0.0	0.0	0.0	0.0	20	66.7	16	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</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>66.7</b>	<b>16</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>44.4</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>66.7</b>	<b>16</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	0	0.0	43.8	31.3	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	17	100.0	4	18	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>4</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>4</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	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	72.6	18	62	
AMSTERDAM	EASYJET UK LTD	S	62	0	0	4.8	30.6	35.5	4.8	16.1	8.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>30.6</b>	<b>35.5</b>	<b>4.8</b>	<b>16.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.6</b>	<b>18</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>30.6</b>	<b>35.5</b>	<b>4.8</b>	<b>16.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>72.6</b>	<b>18</b>	<b>62</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	18	0	0	5.6	44.4	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	14	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.1</b>	<b>14</b>	<b>18</b>	
KRAKOW	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	80.8	8	26	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>KRAKOW</b>	EASYJET UK LTD	S	28	0	0	0.0	39.3	46.4	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	23	0.0	0	0	
<b>KRAKOW</b>	RYANAIR	S	28	0	0	0.0	3.6	50.0	35.7	10.7	0.0	0.0	0.0	0.0	0.0	0.0	16	42.3	31	26	
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>48.2</b>	<b>17.9</b>	<b>8.9</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>19</b>	<b>61.5</b>	<b>20</b>	<b>52</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	18	0	0	11.1	22.2	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	27	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>27</b>	<b>18</b>	
<b>WROCLAW</b>	RYANAIR	S	16	0	0	0.0	37.5	31.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	77.8	11	18	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.8</b>	<b>11</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>43.5</b>	<b>15.7</b>	<b>7.4</b>	<b>0.9</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>62.3</b>	<b>18</b>	<b>106</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</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	92.3	7	26	
<b>FARO</b>	EASYJET UK LTD	S	28	0	0	7.1	46.4	25.0	3.6	10.7	0.0	0.0	7.1	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL FARO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>25.0</b>	<b>3.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>92.3</b>	<b>7</b>	<b>26</b>	
<b>TOTAL PORTUGAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>25.0</b>	<b>3.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>92.3</b>	<b>7</b>	<b>26</b>	
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>	JET2.COM LTD	S	8	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</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>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 PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</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>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>SPAIN</b>																					
<b>ALICANTE</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	88.5	4	26	
<b>ALICANTE</b>	EASYJET UK LTD	S	32	0	0	18.8	46.9	18.8	3.1	6.3	3.1	3.1	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>ALICANTE</b>	JET2.COM LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	4	
<b>ALICANTE</b>	RYANAIR	S	26	0	0	3.8	34.6	50.0	3.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	96.4	4	28	
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>40.3</b>	<b>33.9</b>	<b>3.2</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.1</b>	<b>4</b>	<b>58</b>	
<b>MALAGA</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	87.5	5	32	
<b>MALAGA</b>	EASYJET UK LTD	S	26	0	0	0.0	50.0	34.6	3.8	0.0	0.0	11.5	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>MALAGA</b>	RYANAIR	S	36	0	0	5.6	44.4	36.1	0.0	0.0	8.3	2.8	2.8	0.0	0.0	0.0	21	91.2	11	34	
<b>MALAGA</b>	TOYO 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 MALAGA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>46.0</b>	<b>36.5</b>	<b>1.6</b>	<b>0.0</b>	<b>4.8</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>89.4</b>	<b>8</b>	<b>66</b>	
<b>TOTAL SPAIN</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>43.2</b>	<b>35.2</b>	<b>2.4</b>	<b>3.2</b>	<b>3.2</b>	<b>4.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>91.1</b>	<b>6</b>	<b>124</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</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	72.2	14	18	
<b>ARRECIFE</b>	EASYJET UK LTD	S	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	19	0.0	0	0	
<b>ARRECIFE</b>	JET2.COM LTD	S	20	0	0	5.0	25.0	40.0	5.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	24	70.0	13	20	
<b>ARRECIFE</b>	RYANAIR	S	16	0	0	6.3	0.0	37.5	6.3	37.5	12.5	0.0	0.0	0.0	0.0	0.0	34	44.4	31	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8	
<b>TOTAL ARRECIFE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>23.4</b>	<b>37.5</b>	<b>7.8</b>	<b>18.8</b>	<b>7.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>65.6</b>	<b>17</b>	<b>64</b>	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	0.0	16.7	50.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
FUERTEVENTURA	JET2.COM LTD	S	8	0	0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	28	8	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>15.4</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>28</b>	<b>8</b>	
LAS PALMAS	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	9	8	
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>9</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	20	0	0	15.0	20.0	50.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	13	70.0	16	20	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	5.6	11.1	50.0	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	55.6	15	18	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	5	21	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>20.8</b>	<b>50.0</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>2.1</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>12</b>	<b>59</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>22.4</b>	<b>44.2</b>	<b>10.2</b>	<b>11.6</b>	<b>3.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.3</b>	<b>15</b>	<b>139</b>	
UMEA	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL UMEA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.6	8	38	
GENEVA	EASYJET UK LTD	S	36	0	0	16.7	41.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.6</b>	<b>8</b>	<b>38</b>	
<b>TOTAL SWITZERLAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>41.7</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.6</b>	<b>8</b>	<b>38</b>	
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	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	77.3	10	150	
BIRMINGHAM	EASYJET UK LTD	S	154	0	0	5.2	55.8	25.3	5.8	2.6	5.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BIRMINGHAM	FLYBE LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	43	3	
BIRMINGHAM	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL BIRMINGHAM</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>55.1</b>	<b>26.3</b>	<b>5.8</b>	<b>2.6</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.8</b>	<b>11</b>	<b>155</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.0	10	152	
BRISTOL	EASYJET UK LTD	S	169	0	1	2.4	47.1	22.9	11.8	11.2	3.5	0.6	0.0	0.0	0.6	0.6	14	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>47.1</b>	<b>22.9</b>	<b>11.8</b>	<b>11.2</b>	<b>3.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>14</b>	<b>77.0</b>	<b>10</b>	<b>152</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.4	11	172	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 UK LTD	S	174	0	0	11.5	48.9	24.1	6.9	5.2	2.3	1.1	0.0	0.0	0.0	0.0	9	0.0	0	0
EDINBURGH	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
<b>TOTAL EDINBURGH</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>48.6</b>	<b>24.0</b>	<b>6.9</b>	<b>5.1</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.4</b>	<b>11</b>	<b>172</b>
FARNBOROUGH	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.0	11	339
GATWICK	EASYJET UK LTD	S	340	0	0	10.9	37.4	31.2	7.4	9.4	1.5	1.2	1.2	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GATWICK</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>37.4</b>	<b>31.2</b>	<b>7.4</b>	<b>9.4</b>	<b>1.5</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.0</b>	<b>11</b>	<b>339</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.6	10	188
GLASGOW	EASYJET UK LTD	S	182	0	0	16.5	47.8	22.0	6.0	5.5	1.1	1.1	0.0	0.0	0.0	0.0	7	0.0	0	0
GLASGOW	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL GLASGOW</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>16.5</b>	<b>47.8</b>	<b>22.0</b>	<b>6.0</b>	<b>5.5</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>85.7</b>	<b>10</b>	<b>189</b>
HEATHROW	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	25.0	76	4
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>76</b>	<b>4</b>
ISLE OF MAN	EASYJET UK LTD	S	16	0	0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>3</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	91.6	5	332
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	353	0	2	12.7	54.9	19.7	3.9	2.8	2.0	2.3	1.1	0.0	0.0	0.6	11	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>353</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>54.9</b>	<b>19.7</b>	<b>3.9</b>	<b>2.8</b>	<b>2.0</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>91.6</b>	<b>5</b>	<b>332</b>
LUTON	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	84.1	9	207
LUTON	EASYJET UK LTD	S	219	0	0	9.1	47.5	26.9	6.4	6.4	2.3	0.5	0.9	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL LUTON</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>47.5</b>	<b>26.9</b>	<b>6.4</b>	<b>6.4</b>	<b>2.3</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.1</b>	<b>9</b>	<b>207</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	74.7	12	154
MANCHESTER	EASYJET UK LTD	S	222	0	0	3.6	45.5	25.2	8.1	11.3	3.2	0.0	3.2	0.0	0.0	0.0	17	0.0	0	0
MANCHESTER	RYANAIR	S	122	0	0	20.5	50.0	23.8	1.6	0.8	0.8	0.0	2.5	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>47.1</b>	<b>24.7</b>	<b>5.8</b>	<b>7.6</b>	<b>2.3</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.7</b>	<b>12</b>	<b>154</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.3	7	156
NEWCASTLE	EASYJET UK LTD	S	152	0	0	11.2	42.1	32.9	9.9	3.3	0.0	0.7	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>42.1</b>	<b>32.9</b>	<b>9.9</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>7</b>	<b>156</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	15	238
STANSTED	EASYJET UK LTD	S	242	0	0	8.3	43.4	26.9	9.5	5.4	3.3	3.3	0.0	0.0	0.0	0.0	14	0.0	0	0
STANSTED	RYANAIR	S	184	0	0	28.3	50.0	18.5	0.5	1.1	1.1	0.0	0.5	0.0	0.0	0.0	3	0.0	0	0

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>426</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>46.2</b>	<b>23.2</b>	<b>5.6</b>	<b>3.5</b>	<b>2.3</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.9</b>	<b>15</b>	<b>238</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>2532</b>	<b>0</b>	<b>3</b>	<b>11.5</b>	<b>47.1</b>	<b>25.0</b>	<b>6.5</b>	<b>5.7</b>	<b>2.2</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>80.8</b>	<b>10</b>	<b>2099</b>
<b>NEWBURGH/USA</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	83.3	14	18
<b>TOTAL NEWBURGH/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>83.3</b>	<b>14</b>	<b>18</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>83.3</b>	<b>14</b>	<b>18</b>
<b>TOTAL BELFAST</b>			<b>3258</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>44.0</b>	<b>27.9</b>	<b>7.1</b>	<b>6.2</b>	<b>2.4</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>79.7</b>	<b>11</b>	<b>2776</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	66.7	22	18	
<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>66.7</b>	<b>22</b>	<b>18</b>	
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	12.5	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	48	62.5	14	8	
INNSBRUCK	TUI AIRWAYS LTD	C	6	0	0	16.7	0.0	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	75.0	15	8	
<b>TOTAL INNSBRUCK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>35.7</b>	<b>7.1</b>	<b>28.6</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>35</b>	<b>68.8</b>	<b>15</b>	<b>16</b>	
LINZ	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	99	0.0	0	0	
<b>TOTAL LINZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>99</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18	
SALZBURG	JET2.COM 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	25	87.5	8	8	
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	0.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	72	75.0	9	8	
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</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>49</b>	<b>91.2</b>	<b>5</b>	<b>34</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	34	0	0	5.9	44.1	29.4	11.8	2.9	5.9	0.0	0.0	0.0	0.0	10	86.1	7	36		
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>44.1</b>	<b>29.4</b>	<b>11.8</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.1</b>	<b>7</b>	<b>36</b>		
<b>TOTAL AUSTRIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.8</b>	<b>33.3</b>	<b>9.1</b>	<b>9.1</b>	<b>7.6</b>	<b>1.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>81.7</b>	<b>10</b>	<b>104</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	33	0	0	3.0	21.2	30.3	21.2	9.1	9.1	0.0	0.0	6.1	0.0	0.0	52	80.0	9	25	
<b>TOTAL BRIDGETOWN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>21.2</b>	<b>30.3</b>	<b>21.2</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>80.0</b>	<b>9</b>	<b>25</b>	
<b>TOTAL BARBADOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>21.2</b>	<b>30.3</b>	<b>21.2</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>80.0</b>	<b>9</b>	<b>25</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	149	0	0	0.7	28.2	43.0	14.1	7.4	3.4	0.7	2.7	0.0	0.0	0.0	19	83.0	7	147	
<b>TOTAL BRUSSELS</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>28.2</b>	<b>43.0</b>	<b>14.1</b>	<b>7.4</b>	<b>3.4</b>	<b>0.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.0</b>	<b>7</b>	<b>147</b>	
<b>TOTAL BELGIUM</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>28.2</b>	<b>43.0</b>	<b>14.1</b>	<b>7.4</b>	<b>3.4</b>	<b>0.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.0</b>	<b>7</b>	<b>147</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	32	0	0	9.4	18.8	40.6	15.6	6.3	6.3	3.1	0.0	0.0	0.0	0.0	19	66.7	13	30	
SOFIA	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	7	62.5	12	8	
<b>TOTAL SOFIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>22.5</b>	<b>42.5</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.8</b>	<b>13</b>	<b>38</b>	
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>22.5</b>	<b>42.5</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>65.8</b>	<b>13</b>	<b>38</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	18	0	0	11.1	33.3	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>4</b>	<b>10</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	100.0	2	8	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	11	0	0	0.0	18.2	63.6	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	50	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>63.6</b>	<b>0.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.5</b>	<b>36</b>	<b>26</b>	
<b>TOTAL CAPE VERDE</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>27.6</b>	<b>55.2</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>27</b>	<b>36</b>	
<b>CYPRUS</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LARNACA	BLUE AIR TRANSPORT AERIAN	S	26	0	0	7.7	19.2	26.9	15.4	23.1	3.8	3.8	0.0	0.0	0.0	0.0	24	50.0	23	26
<b>TOTAL LARNACA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>26.9</b>	<b>15.4</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>50.0</b>	<b>23</b>	<b>26</b>
PAPHOS	JET2.COM LTD	S	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
PAPHOS	TUI AIRWAYS LTD	C	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	5	60.0	12	10
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>60.0</b>	<b>12</b>	<b>10</b>
<b>TOTAL CYPRUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.1</b>	<b>27.3</b>	<b>13.6</b>	<b>13.6</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>16</b>	<b>52.8</b>	<b>20</b>	<b>36</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	CSA CZECH AIRLINES	S	22	0	0	0.0	4.5	45.5	22.7	18.2	0.0	0.0	9.1	0.0	0.0	0.0	37	27.3	33	22
PRAGUE	JET2.COM LTD	S	18	0	0	0.0	38.9	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	2
<b>TOTAL PRAGUE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>45.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>33.3</b>	<b>30</b>	<b>24</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>45.0</b>	<b>15.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>33.3</b>	<b>30</b>	<b>24</b>
<b>DENMARK</b>																				
COPENHAGEN	CITY JET	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
COPENHAGEN	SAS	S	91	0	1	0.0	38.0	35.9	13.0	6.5	5.4	0.0	0.0	0.0	0.0	1.1	12	85.2	7	88
<b>TOTAL COPENHAGEN</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>37.6</b>	<b>35.5</b>	<b>12.9</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>85.2</b>	<b>7</b>	<b>88</b>
<b>TOTAL DENMARK</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>37.6</b>	<b>35.5</b>	<b>12.9</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>85.2</b>	<b>7</b>	<b>88</b>
<b>DOMINICAN REPUBLIC</b>																				
LA ROMANA	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	22	9
<b>TOTAL LA ROMANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>9</b>
<b>TOTAL DOMINICAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>9</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	S	36	0	0	16.7	16.7	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	9	20
HURGHADA	TUI AIRWAYS LTD	S	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	5	70.0	8	10
<b>TOTAL HURGHADA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>21.7</b>	<b>52.2</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.0</b>	<b>9</b>	<b>30</b>
MARSA ALAM	THOMAS COOK AIRLINES 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	90.0	4	10
<b>TOTAL MARSA ALAM</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>4</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>25.9</b>	<b>51.9</b>	<b>7.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>8</b>	<b>40</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	3
<b>TOTAL ENONTEKIO</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>66.7</b>	<b>13</b>	<b>3</b>
KUUSAMO	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	10	0.0	0	0
<b>TOTAL KUUSAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>66.7</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>13</b>	<b>3</b>
<b>FRANCE</b>																				
CHAMBERY	FLYBE 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	18	0.0	0	0
CHAMBERY	FLYBE LTD	S	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	70.0	18	9

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CHAMBERY	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
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	87.5	10	8
<b>TOTAL CHAMBERY</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>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>19</b>	<b>78.6</b>	<b>12</b>	<b>27</b>
CHATEAUROUX DEOLS	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 CHATEAUROUX DEOLS</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>
CLERMONT FERRAND	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
FIGARI	ADRIA AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	2
<b>TOTAL FIGARI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>2</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	31	8
GRENOBLE	JET2.COM LTD	S	16	0	0	12.5	43.8	25.0	0.0	12.5	0.0	0.0	6.3	0.0	0.0	0.0	22	77.8	21	9
GRENOBLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
GRENOBLE	THOMAS COOK AIRLINES LTD	C	6	0	0	0.0	33.3	50.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	39	50.0	33	8
<b>TOTAL GRENOBLE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>31.8</b>	<b>0.0</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>27</b>	<b>69.2</b>	<b>27</b>	<b>26</b>
LYON	FLYBE LTD	S	38	0	0	5.3	21.1	36.8	26.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	79.1	7	43
<b>TOTAL LYON</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.1</b>	<b>36.8</b>	<b>26.3</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>0.0</b>	<b>12</b>	<b>79.1</b>	<b>7</b>	<b>43</b>
NANTES	FLYBE LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	10	6
<b>TOTAL NANTES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>10</b>	<b>6</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	148	0	2	0.0	44.7	30.0	14.7	8.7	0.0	0.7	0.0	0.0	0.0	1.3	10	73.7	11	156
PARIS (CHARLES DE GAULLE)	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	95	1
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
PARIS (CHARLES DE GAULLE)	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	19	2
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	178	0	0	5.1	28.7	43.3	14.0	6.2	2.8	0.0	0.0	0.0	0.0	0.0	11	84.8	8	178
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>327</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>35.9</b>	<b>37.4</b>	<b>14.3</b>	<b>7.3</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>79.2</b>	<b>10</b>	<b>337</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	100.0	2	2
<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>100.0</b>	<b>2</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	93.8	3	32
TOULOUSE (BLAGNAC)	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	87.5	9	8
<b>TOTAL TOULOUSE (BLAGNAC)</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>92.5</b>	<b>4</b>	<b>40</b>
<b>TOTAL FRANCE</b>			<b>430</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>35.0</b>	<b>37.0</b>	<b>14.4</b>	<b>8.3</b>	<b>1.2</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>79.3</b>	<b>10</b>	<b>483</b>
<b>GAMBIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BANJUL	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	28	66.7	20	18
<b>TOTAL BANJUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</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>28</b>	<b>66.7</b>	<b>20</b>	<b>18</b>
<b>TOTAL GAMBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</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>28</b>	<b>66.7</b>	<b>20</b>	<b>18</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	FLYBE LTD	S	54	0	0	1.9	18.5	37.0	11.1	18.5	13.0	0.0	0.0	0.0	0.0	0.0	22	96.2	3	78
<b>TOTAL BERLIN (TEGEL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>18.5</b>	<b>37.0</b>	<b>11.1</b>	<b>18.5</b>	<b>13.0</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>96.2</b>	<b>3</b>	<b>78</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	184	0	8	3.1	39.1	34.9	5.2	10.4	3.1	0.0	0.0	0.0	0.0	4.2	10	25.3	30	148
DUSSELDORF	FLYBE LTD	S	166	0	6	5.2	43.6	32.6	7.6	4.1	3.5	0.0	0.0	0.0	0.0	3.5	9	86.5	8	192
<b>TOTAL DUSSELDORF</b>			<b>350</b>	<b>0</b>	<b>14</b>	<b>4.1</b>	<b>41.2</b>	<b>33.8</b>	<b>6.3</b>	<b>7.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>9</b>	<b>59.6</b>	<b>17</b>	<b>340</b>
FRANKFURT MAIN	LUFTHANSA	S	192	0	8	0.0	30.5	50.0	11.5	2.0	2.0	0.0	0.0	0.0	0.0	4.0	8	84.7	9	189
<b>TOTAL FRANKFURT MAIN</b>			<b>192</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>30.5</b>	<b>50.0</b>	<b>11.5</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>8</b>	<b>84.7</b>	<b>9</b>	<b>189</b>
HAHN	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	1	5
HAHN	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	21	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>0.0</b>	<b>0</b>	<b>83.3</b>	<b>4</b>	<b>6</b>
HAMBURG	FLYBE LTD	S	38	0	0	0.0	28.9	31.6	23.7	13.2	2.6	0.0	0.0	0.0	0.0	0.0	14	84.8	42	33
<b>TOTAL HAMBURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.9</b>	<b>31.6</b>	<b>23.7</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.8</b>	<b>42</b>	<b>33</b>
HANOVER	FLYBE LTD	S	42	0	0	7.1	33.3	38.1	9.5	7.1	4.8	0.0	0.0	0.0	0.0	0.0	12	65.9	15	44
<b>TOTAL HANOVER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>33.3</b>	<b>38.1</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.9</b>	<b>15</b>	<b>44</b>
MUNICH	CITY AIRLINE	C	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
MUNICH	LUFTHANSA	S	163	0	6	0.6	29.0	39.1	13.6	5.9	6.5	1.8	0.0	0.0	0.0	3.6	16	80.6	11	169
<b>TOTAL MUNICH</b>			<b>167</b>	<b>0</b>	<b>6</b>	<b>0.6</b>	<b>28.9</b>	<b>39.9</b>	<b>13.3</b>	<b>5.8</b>	<b>6.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>16</b>	<b>80.6</b>	<b>11</b>	<b>169</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	50.0	14	2
<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>50.0</b>	<b>14</b>	<b>2</b>
STUTTART	FLYBE LTD	S	62	0	0	3.2	22.6	48.4	9.7	11.3	3.2	1.6	0.0	0.0	0.0	0.0	15	91.7	5	72
<b>TOTAL STUTTART</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.6</b>	<b>48.4</b>	<b>9.7</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.7</b>	<b>5</b>	<b>72</b>
<b>TOTAL GERMANY</b>			<b>905</b>	<b>0</b>	<b>28</b>	<b>2.4</b>	<b>33.2</b>	<b>39.7</b>	<b>10.1</b>	<b>7.1</b>	<b>4.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>75.3</b>	<b>13</b>	<b>933</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
BUDAPEST	WIZZ AIR	S	20	0	0	0.0	5.0	40.0	35.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	19	10.0	42	20
<b>TOTAL BUDAPEST</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>40.0</b>	<b>35.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>14.3</b>	<b>41</b>	<b>21</b>
<b>TOTAL HUNGARY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>40.0</b>	<b>35.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>14.3</b>	<b>41</b>	<b>21</b>
<b>ICELAND</b>																				
KEFLAVIK	ICELANDAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	12
<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>50.0</b>	<b>33</b>	<b>12</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>50.0</b>	<b>33</b>	<b>12</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
		CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>INDIA</b>																					
AMRITSAR	AIR INDIA	S	27	0	0	11.1	37.0	25.9	11.1	3.7	7.4	3.7	0.0	0.0	0.0	0.0	16	71.0	15	31	
AMRITSAR	TURKMENISTAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	208	1	
<b>TOTAL AMRITSAR</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>37.0</b>	<b>25.9</b>	<b>11.1</b>	<b>3.7</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.8</b>	<b>21</b>	<b>32</b>	
DELHI	AIR INDIA	S	27	0	0	3.7	3.7	14.8	14.8	40.7	14.8	7.4	0.0	0.0	0.0	0.0	43	45.2	44	31	
<b>TOTAL DELHI</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>3.7</b>	<b>14.8</b>	<b>14.8</b>	<b>40.7</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>43</b>	<b>45.2</b>	<b>44</b>	<b>31</b>	
GOA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	32	25.0	78	4	
<b>TOTAL GOA</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>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>32</b>	<b>25.0</b>	<b>78</b>	<b>4</b>	
<b>TOTAL INDIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>20.6</b>	<b>22.2</b>	<b>14.3</b>	<b>20.6</b>	<b>9.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>55.2</b>	<b>35</b>	<b>67</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	110	0	0	21.8	56.4	15.5	1.8	1.8	0.9	1.8	0.0	0.0	0.0	0.0	5	84.7	9	110	
<b>TOTAL CORK</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	<b>56.4</b>	<b>15.5</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.7</b>	<b>9</b>	<b>110</b>	
DUBLIN	AER LINGUS	S	198	0	0	8.6	64.6	20.7	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.0	5	200	
DUBLIN	AIR ARABIA MAROC	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	16	0.0	0	0	
DUBLIN	CITY JET	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	2	0.0	0	0	
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	0.0	0	0.0	43	2	
DUBLIN	RYANAIR	S	340	0	0	9.4	51.8	30.3	4.4	2.4	1.2	0.6	0.0	0.0	0.0	0.0	6	89.0	7	300	
DUBLIN	STOBART AIR	S	96	0	0	19.8	70.8	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.7	3	94	
<b>TOTAL DUBLIN</b>			<b>638</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>58.5</b>	<b>24.1</b>	<b>3.6</b>	<b>2.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.3</b>	<b>6</b>	<b>596</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	31	0	0	6.5	45.2	29.0	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	92.9	4	27	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.2</b>	<b>29.0</b>	<b>9.7</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.9</b>	<b>4</b>	<b>27</b>	
SHANNON	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	315	0.0	0	0	
SHANNON	STOBART AIR	S	62	0	0	37.1	46.8	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	79.0	12	62	
<b>TOTAL SHANNON</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>36.5</b>	<b>46.0</b>	<b>9.5</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>79.0</b>	<b>12</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>842</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>56.8</b>	<b>22.1</b>	<b>3.3</b>	<b>2.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.7</b>	<b>7</b>	<b>795</b>	
<b>ITALY</b>																					
MILAN (MALPENSA)	FLYBE LTD	S	58	0	0	3.4	31.0	51.7	12.1	0.0	1.7	0.0	0.0	0.0	0.0	0.0	7	82.1	6	54	
<b>TOTAL MILAN (MALPENSA)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>31.0</b>	<b>51.7</b>	<b>12.1</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>0.0</b>	<b>7</b>	<b>82.1</b>	<b>6</b>	<b>54</b>	
ROME (CIAMPINO)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>TOTAL ROME (CIAMPINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
ROME (FIUMICINO)	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	23	1	
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	11.1	27.8	38.9	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>26.3</b>	<b>36.8</b>	<b>26.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>23</b>	<b>1</b>	
TREVISIO	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	18	1	
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TURIN	JET2.COM LTD	S	16	0	0	0.0	68.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	17	18
TURIN	TUI AIRWAYS LTD	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	8	87.5	3	8
<b>TOTAL TURIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>54.2</b>	<b>37.5</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>65.4</b>	<b>12</b>	<b>26</b>
VERONA VILLAFRANCA	RYANAIR	S	18	0	0	0.0	16.7	44.4	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	66.7	11	18
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	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	71.4	13	7
<b>TOTAL VERONA VILLAFRANCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>46.2</b>	<b>19.2</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>68.0</b>	<b>11</b>	<b>25</b>
<b>TOTAL ITALY</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>30.7</b>	<b>45.7</b>	<b>13.4</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.6</b>	<b>9</b>	<b>108</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	6	10
<b>TOTAL MONTEGO BAY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>6</b>	<b>10</b>
<b>TOTAL JAMAICA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>6</b>	<b>10</b>
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	18	0	0	5.6	22.2	33.3	16.7	5.6	11.1	5.6	0.0	0.0	0.0	0.0	28	75.0	10	20
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>75.0</b>	<b>10</b>	<b>20</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>75.0</b>	<b>10</b>	<b>20</b>
<b>MALAYSIA</b>																				
LANGKAWI	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
<b>TOTAL LANGKAWI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALAYSIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	26	0	0	0.0	30.8	34.6	26.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	12	83.3	11	30
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>34.6</b>	<b>26.9</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>12</b>	<b>83.3</b>	<b>11</b>	<b>30</b>
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>34.6</b>	<b>26.9</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>12</b>	<b>83.3</b>	<b>11</b>	<b>30</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	20	0	0	10.0	5.0	20.0	20.0	20.0	20.0	5.0	0.0	0.0	0.0	0.0	40	100.0	3	18
<b>TOTAL CANCUN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>5.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>3</b>	<b>18</b>
<b>TOTAL MEXICO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>5.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>3</b>	<b>18</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	16	0	0	6.3	50.0	18.8	0.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MARRAKESH	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	87.5	4	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>4</b>	<b>8</b>
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>18.8</b>	<b>0.0</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>16</b>	<b>87.5</b>	<b>4</b>	<b>8</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
AMSTERDAM	FLYBE LTD	S	350	0	3	3.4	28.3	44.2	11.6	8.2	2.5	0.3	0.6	0.0	0.0	0.8	12	77.4	13	365

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	240	0	8	2.8	38.3	41.5	8.1	4.0	1.2	0.4	0.4	0.0	0.0	3.2	9	74.7	10	233
<b>TOTAL AMSTERDAM</b>			<b>591</b>	<b>0</b>	<b>11</b>	<b>3.2</b>	<b>32.4</b>	<b>43.2</b>	<b>10.1</b>	<b>6.5</b>	<b>2.0</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>11</b>	<b>76.3</b>	<b>12</b>	<b>598</b>
<b>TOTAL NETHERLANDS</b>			<b>591</b>	<b>0</b>	<b>11</b>	<b>3.2</b>	<b>32.4</b>	<b>43.2</b>	<b>10.1</b>	<b>6.5</b>	<b>2.0</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>11</b>	<b>76.3</b>	<b>12</b>	<b>598</b>
<b>PAKISTAN</b>																				
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	28	0	0	7.1	32.1	32.1	10.7	10.7	3.6	3.6	0.0	0.0	0.0	0.0	19	73.1	14	26
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>32.1</b>	<b>10.7</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.1</b>	<b>14</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>32.1</b>	<b>10.7</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>73.1</b>	<b>14</b>	<b>26</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	30	0	0	16.7	43.3	36.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.2	3	26
<b>TOTAL BYDGOSZCZ</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>43.3</b>	<b>36.7</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>0.0</b>	<b>2</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
GDANSK	RYANAIR	S	22	0	0	0.0	40.9	36.4	4.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	11	85.0	7	20
<b>TOTAL GDANSK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.9</b>	<b>36.4</b>	<b>4.5</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>11</b>	<b>85.0</b>	<b>7</b>	<b>20</b>
KATOWICE	RYANAIR	S	16	0	0	0.0	31.3	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	17	16
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>17</b>	<b>16</b>
KRAKOW	JET2.COM LTD	S	18	0	0	5.6	61.1	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	5	4
KRAKOW	RYANAIR	S	22	0	0	0.0	40.9	50.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	24
<b>TOTAL KRAKOW</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>50.0</b>	<b>40.0</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.7</b>	<b>5</b>	<b>28</b>
POZNAN	WIZZ AIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	22.2	29	18
<b>TOTAL POZNAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>22.2</b>	<b>29</b>	<b>18</b>
RZESZOW	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL RZESZOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
WARSAW (CHOPIN)	LUFTHANSA	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
WARSAW (CHOPIN)	WIZZ AIR	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	55.6	15	18
<b>TOTAL WARSAW (CHOPIN)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.8</b>	<b>43.5</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>55.6</b>	<b>15</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	28	0	0	10.7	25.0	57.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	13	96.7	3	30
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>57.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>96.7</b>	<b>3</b>	<b>30</b>
WROCLAW	WIZZ AIR	S	18	0	0	0.0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	17	18
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.1</b>	<b>17</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>39.2</b>	<b>43.6</b>	<b>6.6</b>	<b>4.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>74.9</b>	<b>11</b>	<b>175</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	4
FARO	RYANAIR	S	24	0	0	0.0	20.8	41.7	33.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	12	61.1	16	18
<b>TOTAL FARO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>36.7</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.2</b>	<b>13</b>	<b>22</b>
<b>TOTAL PORTUGAL</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>36.7</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>68.2</b>	<b>13</b>	<b>22</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	JET2.COM LTD	S	16	0	0	18.8	37.5	37.5	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	23	90.0	3	10	
FUNCHAL	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
<b>TOTAL FUNCHAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>41.2</b>	<b>35.3</b>	<b>0.0</b>	<b>0.0</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>22</b>	<b>92.3</b>	<b>4</b>	<b>13</b>	
<b>TOTAL PORTUGAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>41.2</b>	<b>35.3</b>	<b>0.0</b>	<b>0.0</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>22</b>	<b>92.3</b>	<b>4</b>	<b>13</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	11.3	50.0	25.8	6.5	4.8	0.0	1.6	0.0	0.0	0.0	0.0	7	95.2	2	62	
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>50.0</b>	<b>25.8</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>50.0</b>	<b>25.8</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	3.8	11.5	61.5	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	53.8	18	26	
BUCHAREST (OTOPENI)	WIZZ AIR	S	28	0	0	3.6	17.9	32.1	7.1	25.0	7.1	7.1	0.0	0.0	0.0	0.0	31	50.0	22	20	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>14.8</b>	<b>46.3</b>	<b>3.7</b>	<b>24.1</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>52.2</b>	<b>20</b>	<b>46</b>	
CLUJ NAPOCA	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	55.0	29	20	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	0.0	0.0	22.2	27.8	44.4	5.6	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</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>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>55.0</b>	<b>29</b>	<b>20</b>	
<b>TOTAL ROMANIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>11.1</b>	<b>40.3</b>	<b>9.7</b>	<b>29.2</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>53.0</b>	<b>23</b>	<b>66</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	30	0	0	0.0	30.0	50.0	10.0	6.7	0.0	0.0	3.3	0.0	0.0	0.0	17	80.8	9	26	
<b>TOTAL BRATISLAVA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</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>17</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</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>17</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
<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	0.0	23	1	
ALICANTE	JET2.COM LTD	S	40	0	0	5.0	47.5	45.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	97.2	3	36	
ALICANTE	RYANAIR	S	64	0	0	6.3	46.9	40.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	9	56	
ALICANTE	TUI AIRWAYS LTD	C	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	0	90.0	5	10	
<b>TOTAL ALICANTE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>49.1</b>	<b>40.4</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.3</b>	<b>7</b>	<b>103</b>	
BARCELONA	RYANAIR	S	62	0	0	3.2	14.5	51.6	29.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	11	64.5	14	62	
BARCELONA	VUELING AIRLINES	S	28	0	0	0.0	28.6	57.1	10.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	9	75.0	14	4	
<b>TOTAL BARCELONA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>18.9</b>	<b>53.3</b>	<b>23.3</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>0.0</b>	<b>10</b>	<b>65.2</b>	<b>14</b>	<b>66</b>	
LIEIDA	FLYBE LTD	C	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	56	0.0	0	0	
<b>TOTAL LIEIDA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
MADRID	IBERIA EXPRESS	S	26	0	0	3.8	34.6	57.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	6	26	
MADRID	RYANAIR	S	34	0	0	0.0	0.0	44.1	32.4	14.7	8.8	0.0	0.0	0.0	0.0	0.0	23	61.1	17	36	
<b>TOTAL MADRID</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.8</b>	<b>50.8</b>	<b>19.7</b>	<b>8.2</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>15</b>	<b>71.0</b>	<b>12</b>	<b>62</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALAGA	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	39	1	
MALAGA	JET2.COM LTD	S	30	0	0	6.7	43.3	46.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	6	88.9	5	18	
MALAGA	RYANAIR	S	58	0	0	1.7	43.1	50.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	79.6	9	49	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	2	8	
MALAGA	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	7	1	
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	50.0	55	2	
<b>TOTAL MALAGA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>41.7</b>	<b>50.0</b>	<b>3.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.0</b>	<b>9</b>	<b>79</b>	
MURCIA INTERNATIONAL	RYANAIR	S	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	RYANAIR	S	10	0	0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	4	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
REUS	FLYBE LTD	C	3	0	0	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
<b>TOTAL REUS</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>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>391</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>33.2</b>	<b>46.3</b>	<b>11.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.0</b>	<b>10</b>	<b>328</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	48	0	0	8.3	50.0	29.2	6.3	4.2	0.0	2.1	0.0	0.0	0.0	0.0	7	90.0	3	30	
ARRECIFE	RYANAIR	S	30	0	0	10.0	40.0	23.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	96.7	3	30	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	14	0	0	0.0	35.7	35.7	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	10	
ARRECIFE	TUI AIRWAYS LTD	C	21	0	0	4.8	28.6	52.4	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	94.1	3	17	
<b>TOTAL ARRECIFE</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>41.6</b>	<b>32.7</b>	<b>10.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>94.3</b>	<b>3</b>	<b>87</b>	
FUERTEVENTURA	JET2.COM LTD	S	20	0	0	20.0	40.0	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	16	
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	18.8	68.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12	72.2	12	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	20.0	10.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	32	60.0	17	10	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	92.3	10	13	
<b>TOTAL FUERTEVENTURA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>28.1</b>	<b>39.1</b>	<b>9.4</b>	<b>10.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.9</b>	<b>10</b>	<b>57</b>	
LAS PALMAS	JET2.COM LTD	S	20	0	0	5.0	30.0	50.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	7	20	
LAS PALMAS	RYANAIR	S	16	0	0	6.3	56.3	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	83.3	9	18	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	22.2	55.6	11.1	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	13	81.0	70	21	
<b>TOTAL LAS PALMAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>46.3</b>	<b>31.5</b>	<b>1.9</b>	<b>3.7</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.7</b>	<b>30</b>	<b>59</b>	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	66	0	0	13.6	30.3	34.8	18.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	7	89.7	6	58	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	40	0	0	7.5	27.5	45.0	15.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	9	77.3	9	44	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
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													
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	24	0	0	4.2	29.2	37.5	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	70.0	12	20
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	36	0	0	2.8	19.4	63.9	5.6	2.8	5.6	0.0	0.0	0.0	0.0	0.0	11	72.4	12	29
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>26.9</b>	<b>44.3</b>	<b>16.2</b>	<b>2.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.1</b>	<b>9</b>	<b>151</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>398</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>33.9</b>	<b>38.4</b>	<b>11.6</b>	<b>5.3</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.2</b>	<b>11</b>	<b>354</b>
ARVIDSJAUR	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	83.3	6	6
ARVIDSJAUR	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 ARVIDSJAUR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>5</b>	<b>7</b>
GOTEBORG (LANDVETTER)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	11	52
<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>76.9</b>	<b>11</b>	<b>52</b>
KIRUNA	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	43	1
<b>TOTAL KIRUNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>43</b>	<b>1</b>
STOCKHOLM (ARLANDA)	JET2.COM 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	39	0.0	0	0
STOCKHOLM (ARLANDA)	SAS	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 STOCKHOLM (ARLANDA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.7</b>	<b>10</b>	<b>60</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.6	12	78
GENEVA	EASYJET SWITZERLAND	S	38	0	0	13.2	36.8	36.8	7.9	2.6	2.6	0.0	0.0	0.0	0.0	0.0	7	78.8	10	52
GENEVA	EASYJET UK LTD	S	79	0	0	3.8	40.5	40.5	6.3	7.6	1.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
GENEVA	FLYBE LTD	S	8	0	0	0.0	25.0	25.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	49	87.5	9	8
GENEVA	JET2.COM LTD	S	16	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	10	10
GENEVA	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	15	8
GENEVA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL GENEVA</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>38.3</b>	<b>41.6</b>	<b>7.4</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.9</b>	<b>11</b>	<b>156</b>
ZURICH	SWISS AIRLINES	S	117	0	0	1.7	21.4	41.9	19.7	8.5	6.8	0.0	0.0	0.0	0.0	0.0	18	75.0	12	112
<b>TOTAL ZURICH</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>21.4</b>	<b>41.9</b>	<b>19.7</b>	<b>8.5</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>18</b>	<b>75.0</b>	<b>12</b>	<b>112</b>
<b>TOTAL SWITZERLAND</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>41.7</b>	<b>12.8</b>	<b>6.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.1</b>	<b>11</b>	<b>268</b>
<b>THAILAND</b>																				
PHUKET	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5
<b>TOTAL PHUKET</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>11</b>	<b>5</b>
U-TAPAO	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL U-TAPAO</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>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>0.0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 THAILAND</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>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>80.0</b>	<b>11</b>	<b>5</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	14	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>50.0</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>0.0</b>	<b>14</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>50.0</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>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	86	0	0	8.1	38.4	33.7	16.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	7	53.4	18	88	
<b>TOTAL ISTANBUL ATATURK</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.4</b>	<b>33.7</b>	<b>16.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>53.4</b>	<b>18</b>	<b>88</b>	
<b>TOTAL TURKEY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>37.5</b>	<b>34.1</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>0.0</b>	<b>8</b>	<b>53.4</b>	<b>18</b>	<b>88</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	44	0	0	0.0	9.1	15.9	13.6	36.4	13.6	9.1	2.3	0.0	0.0	0.0	52	4.4	119	45	
<b>TOTAL ASHKHABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>15.9</b>	<b>13.6</b>	<b>36.4</b>	<b>13.6</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>4.4</b>	<b>119</b>	<b>45</b>	
<b>TOTAL TURKMENISTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>15.9</b>	<b>13.6</b>	<b>36.4</b>	<b>13.6</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>4.4</b>	<b>119</b>	<b>45</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBAI	EMIRATES	S	125	0	0	4.0	16.0	37.6	23.2	17.6	1.6	0.0	0.0	0.0	0.0	0.0	16	57.0	19	128	
<b>TOTAL DUBAI</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>16.0</b>	<b>37.6</b>	<b>23.2</b>	<b>17.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.0</b>	<b>19</b>	<b>128</b>	
<b>TOTAL UNITED ARAB</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>15.7</b>	<b>37.0</b>	<b>23.6</b>	<b>18.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.0</b>	<b>19</b>	<b>128</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	138	0	0	12.3	44.2	34.1	5.1	3.6	0.7	0.0	0.0	0.0	0.0	0.0	5	89.7	5	145	
<b>TOTAL ABERDEEN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>44.2</b>	<b>34.1</b>	<b>5.1</b>	<b>3.6</b>	<b>0.7</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>89.7</b>	<b>5</b>	<b>145</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	341	0	0	2.9	43.7	37.2	8.2	6.2	1.2	0.6	0.0	0.0	0.0	0.0	8	88.0	6	301	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>43.7</b>	<b>37.2</b>	<b>8.2</b>	<b>6.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.0</b>	<b>6</b>	<b>301</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	150	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	154	0	0	1.3	50.0	35.1	5.8	1.3	6.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BELFAST INTERNATIONAL	FLYBE LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BELFAST INTERNATIONAL	FLYBE LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	86	2	
BELFAST INTERNATIONAL	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>50.0</b>	<b>34.8</b>	<b>5.7</b>	<b>1.3</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>79.2</b>	<b>11</b>	<b>154</b>	
BOURNEMOUTH	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	17	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>
BRISTOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	4
BRISTOL	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
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	0.0	33	1
BRISTOL	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>16.7</b>	<b>30</b>	<b>6</b>
CARDIFF WALES	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
CARDIFF WALES	FLYBE LTD	S	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	11	2
CARDIFF WALES	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>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>35</b>	<b>100.0</b>	<b>7</b>	<b>3</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
EAST MIDLANDS 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	0.0	30	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>33.3</b>	<b>17</b>	<b>3</b>
EDINBURGH	FLYBE LTD	S	350	0	2	3.4	37.2	34.7	12.2	6.0	3.7	2.3	0.0	0.0	0.0	0.6	14	85.6	8	338
EDINBURGH	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL EDINBURGH</b>			<b>350</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>37.2</b>	<b>34.7</b>	<b>12.2</b>	<b>6.0</b>	<b>3.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>85.7</b>	<b>8</b>	<b>340</b>
EXETER	FLYBE LTD	S	15	0	0	13.3	20.0	26.7	13.3	0.0	20.0	0.0	6.7	0.0	0.0	0.0	34	57.1	23	7
<b>TOTAL EXETER</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>20.0</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>57.1</b>	<b>23</b>	<b>7</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
GLASGOW	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
GLASGOW	FLYBE LTD	S	306	0	1	5.9	42.0	35.5	6.8	6.5	2.3	0.7	0.0	0.0	0.0	0.3	9	82.0	13	328
GLASGOW	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
GLASGOW	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
GLASGOW	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	50	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>41.6</b>	<b>35.5</b>	<b>6.8</b>	<b>7.1</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>82.1</b>	<b>13</b>	<b>330</b>
GUERNSEY	FLYBE LTD	S	40	0	0	12.5	45.0	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	9	54
<b>TOTAL GUERNSEY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>45.0</b>	<b>42.5</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>88.9</b>	<b>9</b>	<b>54</b>
HEATHROW	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>33</b>	<b>2</b>
INVERNESS	FLYBE LTD	S	44	0	0	9.1	40.9	40.9	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	9	44
<b>TOTAL INVERNESS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>40.9</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.8</b>	<b>9</b>	<b>44</b>
ISLE OF MAN	FLYBE LTD	S	58	0	4	4.8	37.1	43.5	4.8	1.6	0.0	1.6	0.0	0.0	0.0	6.5	7	80.9	9	68
<b>TOTAL ISLE OF MAN</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>37.1</b>	<b>43.5</b>	<b>4.8</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>6.5</b>	<b>7</b>	<b>80.9</b>	<b>9</b>	<b>68</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	58	0	0	1.7	29.3	56.9	8.6	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6	86.5	10	52
<b>TOTAL JERSEY</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>29.3</b>	<b>56.9</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>10</b>	<b>52</b>
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	109	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>109</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	105	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>105</b>	<b>1</b>
LUTON	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	131	0.0	0	0
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>131</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	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	20	0.0	0	0
MANCHESTER	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1
MANCHESTER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
MANCHESTER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1
MANCHESTER	TUI AIRWAYS LTD	S	3	0	0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>66.7</b>	<b>23</b>	<b>3</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	100.0	0	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	58	6
<b>TOTAL NEWQUAY</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>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>50.0</b>	<b>58</b>	<b>6</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	100.0	11	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	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>56</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1530</b>	<b>0</b>	<b>7</b>	<b>4.9</b>	<b>41.1</b>	<b>36.7</b>	<b>8.2</b>	<b>5.1</b>	<b>2.7</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>84.1</b>	<b>10</b>	<b>1525</b>
<b>TOTAL BIRMINGHAM</b>			<b>6928</b>	<b>0</b>	<b>49</b>	<b>5.4</b>	<b>36.6</b>	<b>37.1</b>	<b>10.1</b>	<b>6.4</b>	<b>2.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>78.5</b>	<b>12</b>	<b>6862</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
PAPHOS	RYANAIR	S	15	0	0	0.0	0.0	26.7	40.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.7</b>	<b>40.0</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.7</b>	<b>40.0</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>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1	
<b>TOTAL ENONTEKIO</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL FINLAND</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>ICELAND</b>																					
AKUREYRI	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	2	
AKUREYRI	TITAN AIRWAYS LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL AKUREYRI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>ITALY</b>																					
TURIN	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	85.7	5	7	
TURIN	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TURIN</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>87.5</b>	<b>4</b>	<b>8</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>87.5</b>	<b>4</b>	<b>8</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	DUCAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	5.6	55.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	2	16	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	16	0	0	6.3	50.0	31.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	5	18	
<b>TOTAL KRAKOW</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>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
<b>TOTAL POLAND</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>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	18	0	0	5.6	22.2	38.9	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</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>88.9</b>	<b>6</b>	<b>18</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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 PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</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>88.9</b>	<b>6</b>	<b>18</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	RYANAIR	S	32	0	0	9.4	50.0	21.9	6.3	6.3	3.1	0.0	0.0	3.1	0.0	0.0	20	100.0	2	20	
<b>TOTAL ALICANTE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>50.0</b>	<b>21.9</b>	<b>6.3</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
<b>MALAGA</b>	RYANAIR	S	22	0	0	4.5	4.5	59.1	9.1	22.7	0.0	0.0	0.0	0.0	0.0	0.0	17	83.3	8	18	
<b>TOTAL MALAGA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>4.5</b>	<b>59.1</b>	<b>9.1</b>	<b>22.7</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>17</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>31.5</b>	<b>37.0</b>	<b>7.4</b>	<b>13.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.1</b>	<b>5</b>	<b>38</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	5	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>LAS PALMAS</b>	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	3	80.0	23	10	
<b>TOTAL LAS PALMAS</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>80.0</b>	<b>23</b>	<b>10</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	10	0	0	10.0	50.0	10.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	10	
<b>TENERIFE (SURREINA SOFIA)</b>	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	7	94.4	5	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>53.6</b>	<b>21.4</b>	<b>3.6</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>96.4</b>	<b>3</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>46.3</b>	<b>37.0</b>	<b>5.6</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.7</b>	<b>8</b>	<b>54</b>	
<b>SWITZERLAND</b>																					
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	13	22	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	22	0	0	0.0	45.5	40.9	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	9	26	
<b>GENEVA</b>	EASYJET UK LTD	S	24	0	0	0.0	16.7	54.2	4.2	16.7	0.0	8.3	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>47.8</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.4</b>	<b>11</b>	<b>48</b>	
<b>TOTAL SWITZERLAND</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.4</b>	<b>47.8</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.4</b>	<b>11</b>	<b>48</b>	
<b>UNITED KINGDOM</b>																					
<b>BIRMINGHAM</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	0.0	35	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	
<b>GATWICK</b>	EASYJET UK 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	12	0.0	0	0	
<b>GATWICK</b>	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	3	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LEEDS BRADFORD</b>	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>LIVERPOOL (JOHN LENNON)</b>	BMI REGIONAL	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	72	0.0	0	0	
<b>LIVERPOOL (JOHN LENNON)</b>	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
<b>TOTAL LIVERPOOL (JOHN LENNON)</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>72</b>	<b>50.0</b>	<b>14</b>	<b>2</b>	

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
SOUTHEND	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>17</b>	<b>1</b>
STANSTED	TITAN 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 STANSTED</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>0.0</b>	<b>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>23</b>	<b>40.0</b>	<b>19</b>	<b>5</b>
<b>TOTAL BOURNEMOUTH</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>34.7</b>	<b>37.6</b>	<b>9.4</b>	<b>11.0</b>	<b>2.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.0</b>	<b>7</b>	<b>208</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	16	0	0	0.0	31.3	37.5	12.5	0.0	6.3	12.5	0.0	0.0	0.0	0.0	27	56.3	34	16	
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	38	16	
INNSBRUCK	EASYJET UK LTD	S	14	0	0	0.0	28.6	42.9	14.3	7.1	0.0	0.0	7.1	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>13.3</b>	<b>3.3</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>27</b>	<b>65.6</b>	<b>36</b>	<b>32</b>	
LINZ	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	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>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	16	
SALZBURG	EASYJET UK LTD	S	18	0	0	0.0	27.8	22.2	16.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	35	0.0	0	0	
SALZBURG	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	15	37.5	40	8	
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>23.1</b>	<b>23.1</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>66.7</b>	<b>19</b>	<b>24</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	16	
VIENNA	EASYJET UK LTD	S	18	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 VIENNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>9</b>	<b>16</b>	
<b>TOTAL AUSTRIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.3</b>	<b>33.3</b>	<b>21.3</b>	<b>5.3</b>	<b>4.0</b>	<b>5.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>70.8</b>	<b>24</b>	<b>72</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BRIDGETOWN</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>	
<b>TOTAL BARBADOS</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>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	132	0	0	0.8	37.9	31.1	14.4	7.6	3.0	0.8	4.5	0.0	0.0	0.0	22	68.7	16	134	
BRUSSELS	ENTER AIR	S	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>37.3</b>	<b>30.6</b>	<b>14.9</b>	<b>7.5</b>	<b>3.0</b>	<b>0.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.7</b>	<b>16</b>	<b>134</b>	
<b>TOTAL BELGIUM</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>37.3</b>	<b>30.6</b>	<b>14.9</b>	<b>7.5</b>	<b>3.0</b>	<b>0.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.7</b>	<b>16</b>	<b>134</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	18	0	0	5.6	33.3	16.7	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
SOFIA	ENTER AIR	C	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	50.0	27	8	
SOFIA	RYANAIR	S	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>34.3</b>	<b>25.7</b>	<b>17.1</b>	<b>17.1</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>50.0</b>	<b>27</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>34.3</b>	<b>25.7</b>	<b>17.1</b>	<b>17.1</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>50.0</b>	<b>27</b>	<b>8</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	128	8	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	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	11	0.0	0	0	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>128</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>128</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	EASYJET UK LTD	S	18	0	0	33.3	33.3	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	12	20	
PAPHOS	EASYJET UK LTD	S	20	0	0	5.0	45.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</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>0.0</b>	<b>4</b>	<b>70.0</b>	<b>12</b>	<b>20</b>	
<b>TOTAL CYPRUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>18.4</b>	<b>39.5</b>	<b>28.9</b>	<b>7.9</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>70.0</b>	<b>12</b>	<b>20</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	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	68.4	22	38	
PRAGUE	EASYJET UK LTD	S	46	0	0	0.0	21.7	37.0	15.2	19.6	2.2	0.0	4.3	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>37.0</b>	<b>15.2</b>	<b>19.6</b>	<b>2.2</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.4</b>	<b>22</b>	<b>38</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>37.0</b>	<b>15.2</b>	<b>19.6</b>	<b>2.2</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.4</b>	<b>22</b>	<b>38</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	7	20	
COPENHAGEN	EASYJET UK LTD	S	20	0	0	10.0	50.0	25.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</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>85.0</b>	<b>7</b>	<b>20</b>	
<b>TOTAL DENMARK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>50.0</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>85.0</b>	<b>7</b>	<b>20</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
HURGHADA	TUI AIRWAYS LTD	C	9	0	0	0.0	66.7	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	22	0.0	0	0	
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	50.0	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.0</b>	<b>16.0</b>	<b>12.0</b>	<b>8.0</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.0</b>	<b>16.0</b>	<b>12.0</b>	<b>8.0</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KITTILA	EASYJET AIRLINE COMPANY LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	8	
KITTILA	EASYJET UK 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	21	0.0	0	0	
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>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>21</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>TOTAL FINLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	20	
BORDEAUX	EASYJET UK LTD	S	18	0	0	11.1	33.3	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>50.0</b>	<b>27</b>	<b>20</b>	
CHAMBERY	ENTER AIR	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	25	20.0	41	10	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHAMBERY	TUI AIRWAYS LTD	C	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	85.7	15	7
<b>TOTAL CHAMBERY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>33.3</b>	<b>20.0</b>	<b>33.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>47.1</b>	<b>30</b>	<b>17</b>
CLERMONT FERRAND	CARPATAIR	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
CLERMONT FERRAND	CARPATAIR	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 CLERMONT FERRAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	18
GRENOBLE	EASYJET UK LTD	S	24	0	0	0.0	25.0	25.0	16.7	20.8	12.5	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>16.7</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>25</b>	<b>66.7</b>	<b>14</b>	<b>18</b>
LIMOGES	RYANAIR	S	18	0	0	0.0	61.1	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	8
LYON	EASYJET UK LTD	S	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
LYON	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	235	1
<b>TOTAL LYON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>39</b>	<b>9</b>
MONTPELLIER	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 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>100.0</b>	<b>0</b>	<b>1</b>
NICE	EASYJET UK LTD	S	18	0	0	22.2	55.6	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL NICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	109	0	0	8.3	53.2	11.0	4.6	6.4	7.3	6.4	2.8	0.0	0.0	0.0	26	74.8	15	103
PARIS (CHARLES DE GAULLE)	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	54.8	24	62
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	61	0	0	0.0	32.8	32.8	13.1	11.5	9.8	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
PARIS (CHARLES DE GAULLE)	ENTER AIR	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 PARIS (CHARLES DE GAULLE)</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>45.6</b>	<b>18.7</b>	<b>8.2</b>	<b>8.2</b>	<b>8.2</b>	<b>4.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>67.5</b>	<b>19</b>	<b>165</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	59	5	0	0.0	32.8	12.5	4.7	3.1	1.6	0.0	0.0	37.5	7.8	0.0	299	0.0	0	0
TOULOUSE (BLAGNAC)	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	71.9	15	57
TOULOUSE (BLAGNAC)	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	80.6	9	36
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	37	0	0	2.7	24.3	29.7	29.7	10.8	2.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>96</b>	<b>5</b>	<b>0</b>	<b>1.0</b>	<b>29.7</b>	<b>18.8</b>	<b>13.9</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.8</b>	<b>5.0</b>	<b>0.0</b>	<b>190</b>	<b>75.3</b>	<b>13</b>	<b>93</b>
<b>TOTAL FRANCE</b>			<b>370</b>	<b>5</b>	<b>0</b>	<b>4.8</b>	<b>40.0</b>	<b>19.2</b>	<b>11.5</b>	<b>8.8</b>	<b>5.3</b>	<b>1.9</b>	<b>0.8</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>64</b>	<b>67.6</b>	<b>18</b>	<b>323</b>
GERMANY																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERLIN BRANDENBURG	EASYJET 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	82.5	12	40
BERLIN BRANDENBURG	EASYJET UK LTD	S	39	0	0	0.0	30.8	28.2	7.7	23.1	0.0	5.1	5.1	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL BERLIN BRANDENBURG</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>28.2</b>	<b>7.7</b>	<b>23.1</b>	<b>0.0</b>	<b>5.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>82.5</b>	<b>12</b>	<b>40</b>
COLOGNE BONN	RYANAIR	S	34	0	0	5.9	76.5	8.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	12	36
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>76.5</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>0.0</b>	<b>4</b>	<b>88.9</b>	<b>12</b>	<b>36</b>
DUSSELDORF	BMI REGIONAL	S	50	0	0	12.0	36.0	24.0	8.0	14.0	6.0	0.0	0.0	0.0	0.0	0.0	15	55.6	18	50
DUSSELDORF	JOTA AVIATION 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	62	0.0	0	0
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>23.1</b>	<b>7.7</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>17</b>	<b>55.6</b>	<b>18</b>	<b>50</b>
FRANKFURT MAIN	BMI REGIONAL	S	153	0	0	3.3	52.9	22.2	10.5	4.6	5.2	0.7	0.7	0.0	0.0	0.0	12	72.1	13	152
<b>TOTAL FRANKFURT MAIN</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>52.9</b>	<b>22.2</b>	<b>10.5</b>	<b>4.6</b>	<b>5.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.1</b>	<b>13</b>	<b>152</b>
HAMBURG	BMI REGIONAL	S	35	0	0	2.9	45.7	14.3	14.3	8.6	14.3	0.0	0.0	0.0	0.0	0.0	22	62.5	24	46
HAMBURG	JOTA AVIATION 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	65	0.0	0	0
<b>TOTAL HAMBURG</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>43.2</b>	<b>13.5</b>	<b>13.5</b>	<b>10.8</b>	<b>16.2</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>62.5</b>	<b>24</b>	<b>46</b>
HANOVER	BMI REGIONAL	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	10	0.0	0	0
<b>TOTAL HANOVER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KARLSRUHE/BADEN BADEN	ENTER AIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MEMMINGEN ALLGAU	ENTER AIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MUNICH	BMI REGIONAL	S	85	0	0	0.0	31.8	23.5	16.5	17.6	9.4	1.2	0.0	0.0	0.0	0.0	24	53.1	23	97
MUNICH	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	60	2
<b>TOTAL MUNICH</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>23.5</b>	<b>16.5</b>	<b>17.6</b>	<b>9.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>52.0</b>	<b>24</b>	<b>99</b>
<b>TOTAL GERMANY</b>			<b>406</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>44.8</b>	<b>21.4</b>	<b>11.1</b>	<b>11.1</b>	<b>6.4</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>17</b>	<b>423</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	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	77.8	26	18
GIBRALTAR	EASYJET UK LTD	S	28	0	0	7.1	46.4	28.6	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>28.6</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>26</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>28.6</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>26</b>	<b>18</b>
<b>GREECE</b>																				
ATHENS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	18
ATHENS	EASYJET UK LTD	S	16	0	0	6.3	31.3	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL ATHENS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>8</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>8</b>	<b>18</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	30	0	0	0.0	26.7	43.3	0.0	16.7	6.7	6.7	0.0	0.0	0.0	0.0	27	42.9	34	28	
<b>TOTAL BUDAPEST</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>43.3</b>	<b>0.0</b>	<b>16.7</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>27</b>	<b>42.9</b>	<b>34</b>	<b>28</b>	
<b>TOTAL HUNGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>43.3</b>	<b>0.0</b>	<b>16.7</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>27</b>	<b>42.9</b>	<b>34</b>	<b>28</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	18	
KEFLAVIK	EASYJET UK LTD	S	20	0	0	5.0	45.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
<b>TOTAL ICELAND</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>45.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	58	0	0	13.8	51.7	8.6	12.1	13.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
CORK	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	15	53	
<b>TOTAL CORK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>51.7</b>	<b>8.6</b>	<b>12.1</b>	<b>13.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>15</b>	<b>53</b>	
DUBLIN	AER LINGUS	S	150	6	0	5.8	60.9	22.4	2.6	2.6	1.9	0.0	0.0	0.0	3.8	0.0	5	0.0	0	0	
DUBLIN	RYANAIR	S	170	0	0	2.4	52.4	31.8	7.6	4.1	1.2	0.0	0.6	0.0	0.0	0.0	8	81.5	9	168	
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	86.7	8	166	
<b>TOTAL DUBLIN</b>			<b>320</b>	<b>6</b>	<b>0</b>	<b>4.0</b>	<b>56.4</b>	<b>27.3</b>	<b>5.2</b>	<b>3.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>7</b>	<b>84.1</b>	<b>8</b>	<b>334</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	11.5	38.5	26.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>38.5</b>	<b>26.9</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANNON	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	
SHANNON	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	42	0.0	0	0	
<b>TOTAL SHANNON</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>406</b>	<b>6</b>	<b>0</b>	<b>5.8</b>	<b>54.6</b>	<b>24.5</b>	<b>6.8</b>	<b>5.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>7</b>	<b>84.0</b>	<b>9</b>	<b>387</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	30	0	0	0.0	46.7	43.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	65.4	13	26	
<b>TOTAL BERGAMO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</b>	<b>43.3</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>0.0</b>	<b>6</b>	<b>65.4</b>	<b>13</b>	<b>26</b>	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	20	0	0	5.0	35.0	25.0	20.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>25.0</b>	<b>20.0</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	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	42.9	33	21	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>33</b>	<b>21</b>	
NAPLES	EASYJET UK LTD	S	20	0	0	5.0	55.0	20.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>55.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PISA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	16	
PISA	EASYJET UK LTD	S	14	0	0	7.1	21.4	0.0	21.4	35.7	0.0	0.0	14.3	0.0	0.0	0.0	56	0.0	0	0	
<b>TOTAL PISA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>50.0</b>	<b>16</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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
ROME (FIUMICINO)	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	80.0	8	38
ROME (FIUMICINO)	EASYJET UK LTD	S	39	0	0	2.6	33.3	38.5	17.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>33.3</b>	<b>38.5</b>	<b>17.9</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>10</b>	<b>80.0</b>	<b>8</b>	<b>38</b>
TURIN	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	4	8
TURIN	EASYJET UK LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	15	8
<b>TOTAL TURIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>5</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
VENICE	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	80.0	15	40
VENICE	EASYJET UK LTD	S	32	0	0	3.1	46.9	34.4	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
VENICE	RYANAIR	S	42	0	0	2.4	59.5	31.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	36
<b>TOTAL VENICE</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>54.1</b>	<b>32.4</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.6</b>	<b>13</b>	<b>76</b>
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	198	8
<b>TOTAL VERONA VILLAFRANCA</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>7</b>	<b>50.0</b>	<b>198</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>45.2</b>	<b>31.2</b>	<b>11.8</b>	<b>5.9</b>	<b>0.5</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.3</b>	<b>21</b>	<b>201</b>
LITHUANIA																				
KAUNAS	RYANAIR	S	18	0	0	0.0	33.3	16.7	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	23	85.0	8	20
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</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>23</b>	<b>85.0</b>	<b>8</b>	<b>20</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</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>23</b>	<b>85.0</b>	<b>8</b>	<b>20</b>
MALTA																				
MALTA	RYANAIR	S	28	0	0	0.0	42.9	25.0	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	66.7	23	18
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>25.0</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>23</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>25.0</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>23</b>	<b>18</b>
NETHERLANDS																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.1	22	106
AMSTERDAM	EASYJET UK LTD	S	105	0	0	3.8	24.8	36.2	17.1	12.4	2.9	2.9	0.0	0.0	0.0	0.0	18	0.0	0	0
AMSTERDAM	KLM	S	225	0	0	0.9	43.1	41.8	8.9	2.2	2.7	0.0	0.4	0.0	0.0	0.0	8	78.4	9	223
<b>TOTAL AMSTERDAM</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>37.3</b>	<b>40.0</b>	<b>11.5</b>	<b>5.5</b>	<b>2.7</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.3</b>	<b>13</b>	<b>329</b>
<b>TOTAL NETHERLANDS</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>37.3</b>	<b>40.0</b>	<b>11.5</b>	<b>5.5</b>	<b>2.7</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.3</b>	<b>13</b>	<b>329</b>
NORWAY																				
BARDUFOSS	ENTER AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
<b>TOTAL BARDUFOSS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BERGEN	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
OSLO (GARDERMOEN)	SAS	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
TOTAL OSLO (GARDERMOEN)			2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
TOTAL NORWAY			4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
POLAND																					
GDANSK	RYANAIR	S	18	0	0	0.0	66.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	6	86.4	4	22		
TOTAL GDANSK			18	0	0	0.0	66.7	16.7	11.1	5.6	0.0	0.0	0.0	0.0	6	86.4	4	22			
KATOWICE	WIZZ AIR	S	20	0	0	0.0	45.0	10.0	15.0	20.0	10.0	0.0	0.0	0.0	0.0	20	88.9	7	18		
TOTAL KATOWICE			20	0	0	0.0	45.0	10.0	15.0	20.0	10.0	0.0	0.0	0.0	20	88.9	7	18			
KRAKOW	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	76.3	14	38		
KRAKOW	EASYJET UK LTD	S	38	1	0	0.0	35.9	33.3	15.4	7.7	0.0	2.6	2.6	2.6	0.0	29	0.0	0	0		
KRAKOW	RYANAIR	S	34	0	0	2.9	41.2	32.4	11.8	5.9	5.9	0.0	0.0	0.0	13	60.0	21	30			
TOTAL KRAKOW			72	1	0	1.4	38.4	32.9	13.7	6.8	2.7	0.0	1.4	1.4	0.0	21	69.1	17	68		
POZNAN	RYANAIR	S	28	0	0	0.0	42.9	25.0	21.4	10.7	0.0	0.0	0.0	0.0	11	77.3	9	22			
TOTAL POZNAN			28	0	0	0.0	42.9	25.0	21.4	10.7	0.0	0.0	0.0	0.0	11	77.3	9	22			
RZESZOW	ENTER AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	118	0.0	0	0			
RZESZOW	RYANAIR	S	18	0	0	0.0	50.0	11.1	11.1	22.2	5.6	0.0	0.0	0.0	16	83.3	6	18			
TOTAL RZESZOW			19	0	0	0.0	47.4	10.5	10.5	21.1	10.5	0.0	0.0	0.0	21	83.3	6	18			
WARSAW (CHOPIN)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1			
TOTAL WARSAW (CHOPIN)			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1			
WARSAW (MODLIN MASOVIA)	RYANAIR	S	38	0	0	15.8	52.6	26.3	2.6	2.6	0.0	0.0	0.0	0.0	3	85.0	10	39			
TOTAL WARSAW (MODLIN MASOVIA)			38	0	0	15.8	52.6	26.3	2.6	2.6	0.0	0.0	0.0	0.0	3	85.0	10	39			
WROCLAW	RYANAIR	S	20	0	0	5.0	65.0	10.0	15.0	0.0	5.0	0.0	0.0	0.0	9	77.3	6	22			
TOTAL WROCLAW			20	0	0	5.0	65.0	10.0	15.0	0.0	5.0	0.0	0.0	0.0	9	77.3	6	22			
TOTAL POLAND			215	1	0	3.7	47.7	23.1	12.5	8.3	3.2	0.0	0.5	0.5	0.0	14	78.2	11	210		
PORTUGAL(EXCLUDING																					
FARO	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	92.5	7	40			
FARO	EASYJET UK LTD	S	40	0	0	5.0	42.5	37.5	7.5	2.5	5.0	0.0	0.0	0.0	10	0.0	0	0			
FARO	RYANAIR	S	28	0	0	3.6	57.1	32.1	7.1	0.0	0.0	0.0	0.0	0.0	3	88.5	9	26			
TOTAL FARO			68	0	0	4.4	48.5	35.3	7.4	1.5	2.9	0.0	0.0	0.0	7	90.9	8	66			
LISBON	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	77.3	19	22			
LISBON	EASYJET UK LTD	S	40	0	0	0.0	45.0	20.0	12.5	12.5	5.0	2.5	2.5	0.0	0.0	23	0.0	0	0		
TOTAL LISBON			40	0	0	0.0	45.0	20.0	12.5	12.5	5.0	2.5	2.5	0.0	0.0	23	77.3	19	22		
OPORTO (PORTUGAL)	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	54.5	20	22			
OPORTO (PORTUGAL)	EASYJET UK LTD	S	21	0	0	0.0	38.1	38.1	4.8	19.0	0.0	0.0	0.0	0.0	11	0.0	0	0			

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						More than 15 m early	early														
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.1</b>	<b>38.1</b>	<b>4.8</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>11</b>	<b>54.5</b>	<b>20</b>	<b>22</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>45.7</b>	<b>31.0</b>	<b>8.5</b>	<b>7.8</b>	<b>3.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.9</b>	<b>12</b>	<b>110</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	95.7	5	23		
FUNCHAL	EASYJET UK LTD	S	20	0	0	0.0	35.0	30.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>30.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.7</b>	<b>5</b>	<b>23</b>		
<b>TOTAL PORTUGAL ROMANIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>30.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>95.7</b>	<b>5</b>	<b>23</b>		
BUCHAREST (OTOPENI)	RYANAIR	S	20	0	0	0.0	50.0	30.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	7	70.0	13	20		
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>13</b>	<b>20</b>		
<b>TOTAL ROMANIA SPAIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>70.0</b>	<b>13</b>	<b>20</b>		
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	48			
ALICANTE	EASYJET UK LTD	S	48	0	0	6.3	43.8	35.4	10.4	2.1	2.1	0.0	0.0	0.0	0.0	7	0.0	0	0		
ALICANTE	RYANAIR	S	56	0	0	5.4	53.6	23.2	12.5	1.8	3.6	0.0	0.0	0.0	0.0	8	78.3	9	46		
<b>TOTAL ALICANTE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>49.0</b>	<b>28.8</b>	<b>11.5</b>	<b>1.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.6</b>	<b>10</b>	<b>94</b>		
BARCELONA	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	76.4	15	72			
BARCELONA	EASYJET UK LTD	S	70	0	0	0.0	47.1	35.7	14.3	2.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
BARCELONA	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	65	0.0	0	0			
<b>TOTAL BARCELONA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.5</b>	<b>35.2</b>	<b>14.1</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.4</b>	<b>15</b>	<b>72</b>		
BILBAO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	16			
BILBAO	EASYJET UK LTD	S	18	0	0	5.6	38.9	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL BILBAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</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>8</b>	<b>75.0</b>	<b>11</b>	<b>16</b>		
LIEIDA	FLYBE LTD	C	6	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	79	0.0	0	0		
<b>TOTAL LIEIDA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</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>		
MADRID	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	11	42			
MADRID	EASYJET UK LTD	S	43	0	0	0.0	37.2	30.2	14.0	7.0	11.6	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL MADRID</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.2</b>	<b>30.2</b>	<b>14.0</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>19</b>	<b>85.7</b>	<b>11</b>	<b>42</b>		
MALAGA	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	1	40			
MALAGA	EASYJET UK LTD	S	41	0	0	9.8	61.0	22.0	4.9	0.0	2.4	0.0	0.0	0.0	0.0	5	0.0	0	0		
MALAGA	RYANAIR	S	52	0	0	1.9	73.1	15.4	7.7	1.9	0.0	0.0	0.0	0.0	0.0	4	94.2	4	52		
MALAGA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	11	8		
<b>TOTAL MALAGA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>67.4</b>	<b>17.9</b>	<b>7.4</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.0</b>	<b>3</b>	<b>100</b>		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	10	0	0	10.0	70.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>70.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	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	90.0	6	20	
MURCIA SAN JAVIER	EASYJET UK LTD	S	9	1	0	20.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0	0.0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>6</b>	<b>20</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	20	
PALMA DE MALLORCA	EASYJET UK LTD	S	22	0	0	9.1	45.5	40.9	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>40.9</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>75.0</b>	<b>10</b>	<b>20</b>	
REUS	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	55	0.0	0	0	
<b>TOTAL REUS</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>55</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SEVILLE	EASYJET UK LTD	S	28	0	0	32.1	46.4	14.3	0.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
SEVILLE	RYANAIR	S	17	0	0	0.0	58.8	11.8	17.6	0.0	0.0	11.8	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>51.1</b>	<b>13.3</b>	<b>6.7</b>	<b>2.2</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	16	0	0	0.0	43.8	12.5	6.3	31.3	0.0	6.3	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>31.3</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>441</b>	<b>1</b>	<b>0</b>	<b>5.9</b>	<b>50.9</b>	<b>24.9</b>	<b>9.3</b>	<b>4.3</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>10</b>	<b>83.2</b>	<b>9</b>	<b>364</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	8	26	
ARRECIFE	EASYJET UK LTD	S	18	0	0	0.0	55.6	27.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
ARRECIFE	RYANAIR	S	26	0	0	3.8	53.8	26.9	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.6	11	38	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	16	2	0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	5	87.5	8	16	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	72.2	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	6	10	
<b>TOTAL ARRECIFE</b>			<b>78</b>	<b>2</b>	<b>0</b>	<b>1.3</b>	<b>58.8</b>	<b>22.5</b>	<b>11.3</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>7</b>	<b>84.4</b>	<b>9</b>	<b>90</b>	
FUERTEVENTURA	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	61.1	13	18	
FUERTEVENTURA	EASYJET UK LTD	S	18	0	0	5.6	38.9	11.1	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	9	1	0	0.0	10.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0	33	40.0	35	10	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	50.0	46	8	
<b>TOTAL FUERTEVENTURA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>5.6</b>	<b>36.1</b>	<b>5.6</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>23</b>	<b>52.8</b>	<b>26</b>	<b>36</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	10	18	
LAS PALMAS	EASYJET UK LTD	S	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LAS PALMAS	RYANAIR	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8	

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	0.0	0.0	12.5	12.5	25.0	0.0	0.0	0.0	83	75.0	85	12	
<b>TOTAL LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>41.2</b>	<b>35.3</b>	<b>5.9</b>	<b>2.9</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>24</b>	<b>76.3</b>	<b>32</b>	<b>38</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	7	26	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	34	1	0	8.6	45.7	25.7	14.3	2.9	0.0	0.0	0.0	0.0	2.9	0.0	6	0.0	0	0	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	32	0	0	0.0	50.0	28.1	15.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	73.3	10	30	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	15	3	0	5.6	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	16.7	0.0	8	72.2	12	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	50.0	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	10	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>99</b>	<b>4</b>	<b>0</b>	<b>5.8</b>	<b>45.6</b>	<b>27.2</b>	<b>13.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>0.0</b>	<b>7</b>	<b>77.2</b>	<b>9</b>	<b>92</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>246</b>	<b>7</b>	<b>0</b>	<b>4.3</b>	<b>46.6</b>	<b>23.7</b>	<b>15.0</b>	<b>3.6</b>	<b>2.8</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>12</b>	<b>76.2</b>	<b>15</b>	<b>256</b>	
GOTEBORG (LANDVETTER)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6	
<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>2</b>	<b>6</b>	
OSTERSUND / FROSON	EASYJET UK LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL OSTERSUND / FROSON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	18	
STOCKHOLM (ARLANDA)	EASYJET UK LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</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>8</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>TOTAL SWEDEN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>24</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	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	38.9	22	18	
BALE MULHOUSE	EASYJET UK LTD	S	19	0	0	0.0	26.3	36.8	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>36.8</b>	<b>21.1</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>38.9</b>	<b>22</b>	<b>18</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.0	15	186	
GENEVA	EASYJET UK LTD	S	183	0	0	2.2	39.3	36.6	14.2	6.6	1.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
GENEVA	THOMAS COOK AIRLINES LTD	C	6	2	0	0.0	37.5	0.0	25.0	0.0	12.5	0.0	0.0	0.0	25.0	0.0	22	50.0	32	8	
GENEVA	TUI AIRWAYS LTD	C	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	21	50.0	30	8	
<b>TOTAL GENEVA</b>			<b>197</b>	<b>2</b>	<b>0</b>	<b>2.0</b>	<b>39.2</b>	<b>35.2</b>	<b>14.6</b>	<b>6.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>10</b>	<b>70.0</b>	<b>16</b>	<b>202</b>	
<b>TOTAL SWITZERLAND</b>			<b>216</b>	<b>2</b>	<b>0</b>	<b>1.8</b>	<b>38.1</b>	<b>35.3</b>	<b>15.1</b>	<b>6.4</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>11</b>	<b>67.4</b>	<b>17</b>	<b>220</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BMI REGIONAL	S	49	0	0	8.2	61.2	4.1	8.2	8.2	2.0	4.1	4.1	0.0	0.0	0.0	24	72.9	20	57	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	JOTA AVIATION LTD	S	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>60.4</b>	<b>3.8</b>	<b>7.5</b>	<b>9.4</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>72.9</b>	<b>20</b>	<b>57</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.6	9	152
BELFAST INTERNATIONAL	EASYJET UK LTD	S	168	0	0	11.3	39.3	25.0	8.9	10.7	3.6	1.2	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>39.3</b>	<b>25.0</b>	<b>8.9</b>	<b>10.7</b>	<b>3.6</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>79.6</b>	<b>9</b>	<b>152</b>
BIRMINGHAM	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	29	5
BIRMINGHAM	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	50	1
BIRMINGHAM	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	36	1
BIRMINGHAM	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	17	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>17</b>	<b>28.6</b>	<b>33</b>	<b>7</b>
BLACKPOOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BLACKPOOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
BOURNEMOUTH	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 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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	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	33.3	57	3
<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>33.3</b>	<b>57</b>	<b>3</b>
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	100.0	5	2
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	10	214
EDINBURGH	EASYJET UK LTD	S	213	0	0	6.6	49.3	26.3	9.4	3.8	4.2	0.0	0.5	0.0	0.0	0.0	10	0.0	0	0
EDINBURGH	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL EDINBURGH</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>49.3</b>	<b>26.3</b>	<b>9.4</b>	<b>3.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.2</b>	<b>10</b>	<b>215</b>
EXETER	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	68	1
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>68</b>	<b>1</b>
GATWICK	BMI REGIONAL	S	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
GATWICK	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	46	0.0	0	0
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>8</b>	<b>3</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.7	16	190
GLASGOW	EASYJET UK LTD	S	188	0	0	8.5	43.6	24.5	12.2	6.4	4.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
GLASGOW	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	1
<b>TOTAL GLASGOW</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>43.6</b>	<b>24.5</b>	<b>12.2</b>	<b>6.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.3</b>	<b>16</b>	<b>191</b>
GUERNSEY	AURIGNY AIR SERVICES	S	34	0	0	0.0	41.2	29.4	11.8	8.8	2.9	5.9	0.0	0.0	0.0	0.0	17	84.2	8	38
GUERNSEY	BLUE ISLANDS LIMITED	S	11	0	0	0.0	72.7	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.9</b>	<b>26.7</b>	<b>11.1</b>	<b>6.7</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.2</b>	<b>8</b>	<b>38</b>
HAWARDEN	BMI REGIONAL	S	41	7	0	2.1	18.8	16.7	12.5	2.1	2.1	2.1	0.0	29.2	14.6	0.0	254	0.0	0	0
HAWARDEN	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	81.1	13	37
<b>TOTAL HAWARDEN</b>			<b>41</b>	<b>7</b>	<b>0</b>	<b>2.1</b>	<b>18.8</b>	<b>16.7</b>	<b>12.5</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>29.2</b>	<b>14.6</b>	<b>0.0</b>	<b>254</b>	<b>81.1</b>	<b>13</b>	<b>37</b>
INVERNESS	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	92.1	3	38
INVERNESS	EASYJET UK LTD	S	38	0	0	0.0	47.4	28.9	10.5	7.9	5.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.4</b>	<b>28.9</b>	<b>10.5</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.1</b>	<b>3</b>	<b>38</b>
ISLE OF MAN	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	77.8	8	16
ISLE OF MAN	EASYJET UK LTD	S	16	0	0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>12</b>	<b>77.8</b>	<b>8</b>	<b>16</b>
JERSEY	BLUE ISLANDS LIMITED	S	41	0	0	2.4	65.9	22.0	0.0	4.9	4.9	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
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	92.3	3	52
<b>TOTAL JERSEY</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>65.9</b>	<b>22.0</b>	<b>0.0</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>0.0</b>	<b>7</b>	<b>92.3</b>	<b>3</b>	<b>52</b>
LUTON	EASYJET UK LTD	S	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	2
MANCHESTER	BMI REGIONAL	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
MANCHESTER	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 MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>12</b>	<b>3</b>
NEWCASTLE	BMI REGIONAL	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	8	106
NEWCASTLE	EASYJET UK LTD	S	107	0	0	17.8	52.3	17.8	8.4	1.9	0.0	1.9	0.0	0.0	0.0	0.0	7	0.0	0	0
NEWCASTLE	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
NEWCASTLE	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	75	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>51.8</b>	<b>18.2</b>	<b>8.2</b>	<b>1.8</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.2</b>	<b>8</b>	<b>109</b>
PRESTWICK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
SOUTHEND	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	21	2
SOUTHEND	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
SOUTHEND	JOTA AVIATION LTD	S	1	1	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	2	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>21</b>	<b>2</b>
STANSTED	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
STANSTED	RYANAIR	S	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	58	1
STANSTED	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL STANSTED</b>			<b>1</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>19</b>	<b>3</b>
<b>TOTAL UNITED KINGDOM</b>			<b>930</b>	<b>10</b>	<b>0</b>	<b>8.5</b>	<b>45.6</b>	<b>22.8</b>	<b>9.7</b>	<b>6.1</b>	<b>3.5</b>	<b>1.0</b>	<b>0.3</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>22</b>	<b>80.4</b>	<b>11</b>	<b>931</b>
<b>TOTAL BRISTOL</b>			<b>4500</b>	<b>32</b>	<b>0</b>	<b>4.8</b>	<b>44.5</b>	<b>26.3</b>	<b>11.1</b>	<b>7.0</b>	<b>3.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>19</b>	<b>75.6</b>	<b>14</b>	<b>4250</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	33.3	35	3	
<b>TOTAL BRIDGETOWN</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>25</b>	<b>33.3</b>	<b>35</b>	<b>3</b>	
<b>TOTAL BARBADOS</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>25</b>	<b>33.3</b>	<b>35</b>	<b>3</b>	
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	S	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	20	7		
<b>TOTAL CHAMBERY</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>6</b>	<b>62.5</b>	<b>20</b>	<b>7</b>		
CLERMONT FERRAND	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	2		
<b>TOTAL CLERMONT FERRAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>48</b>	<b>2</b>		
LYON	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LYON	PAN EUROPEAN AIR SERVICE	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL LYON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
LYON(BRON)	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1		
<b>TOTAL LYON(BRON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>58</b>	<b>1</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	58	0	0	1.7	31.0	53.4	5.2	3.4	3.4	1.7	0.0	0.0	0.0	10	83.3	12	53		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>31.0</b>	<b>53.4</b>	<b>5.2</b>	<b>3.4</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>12</b>	<b>53</b>		
PARIS (LE BOURGET)	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	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</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PAU	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL PAU</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
TOULON / HYERES	THOMAS COOK 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	50.0	19	2		
<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</b>	<b>50.0</b>	<b>19</b>	<b>2</b>		
TOULOUSE (BLAGNAC)	EASYJET UK 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		
TOULOUSE (BLAGNAC)	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	1	2		
<b>TOTAL TOULOUSE (BLAGNAC)</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>100.0</b>	<b>1</b>	<b>2</b>		
<b>TOTAL FRANCE</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>1.4</b>	<b>27.8</b>	<b>55.6</b>	<b>6.9</b>	<b>2.8</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>77.1</b>	<b>14</b>	<b>68</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.8	14	26		
<b>TOTAL BERLIN (TEGEL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.8</b>	<b>14</b>	<b>26</b>		
BERLIN BRANDENBURG	EASYJET UK 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 BERLIN BRANDENBURG</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>		
DUSSELDORF	BMI REGIONAL	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 DUSSELDORF</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>		
MUNICH	FLYBE LTD	S	6	0	0	0.0	33.3	33.3	0.0	0.0	16.7	0.0	16.7	0.0	0.0	47	86.4	4	22		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 MUNICH</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</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>47</b>	<b>86.4</b>	<b>4</b>	<b>22</b>
<b>TOTAL GERMANY</b>			<b>10</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>41.7</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>31</b>	<b>83.3</b>	<b>9</b>	<b>48</b>
<b>ICELAND</b>																				
AKUREYRI	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	2
AKUREYRI	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	0	0.0	0	0
<b>TOTAL AKUREYRI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>IRISH REPUBLIC</b>																				
CORK	FLYBE LTD	S	20	0	0	5.0	70.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	17
CORK	STOBART 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 CORK</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>71.4</b>	<b>14.3</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>3</b>	<b>17</b>
DUBLIN	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
DUBLIN	FLYBE LTD	S	104	0	0	4.8	50.0	35.6	3.8	3.8	0.0	1.9	0.0	0.0	0.0	0.0	6	86.1	8	122
<b>TOTAL DUBLIN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>50.0</b>	<b>35.6</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.2</b>	<b>8</b>	<b>123</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>53.6</b>	<b>32.0</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>8</b>	<b>140</b>
<b>ITALY</b>																				
MILAN (MALPENSA)	FLYBE LTD	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	7	26
<b>TOTAL MILAN (MALPENSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>7</b>	<b>26</b>
ROME (FIUMICINO)	FLYBE LTD	S	8	0	0	0.0	37.5	0.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	72.2	10	18
<b>TOTAL ROME (FIUMICINO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</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>18</b>	<b>72.2</b>	<b>10</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</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>0.0</b>	<b>14</b>	<b>72.3</b>	<b>8</b>	<b>44</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	33.3	16	3
<b>TOTAL MONTEGO BAY</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>6</b>	<b>33.3</b>	<b>16</b>	<b>3</b>
<b>TOTAL JAMAICA</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>6</b>	<b>33.3</b>	<b>16</b>	<b>3</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	KLM	S	163	1	8	0.6	50.6	34.3	6.4	0.6	1.7	0.0	0.6	0.0	0.6	4.7	6	82.0	8	168
<b>TOTAL AMSTERDAM</b>			<b>163</b>	<b>1</b>	<b>8</b>	<b>0.6</b>	<b>50.6</b>	<b>34.3</b>	<b>6.4</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>4.7</b>	<b>6</b>	<b>82.0</b>	<b>8</b>	<b>168</b>
<b>TOTAL NETHERLANDS</b>			<b>163</b>	<b>1</b>	<b>8</b>	<b>0.6</b>	<b>50.6</b>	<b>34.3</b>	<b>6.4</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>4.7</b>	<b>6</b>	<b>82.0</b>	<b>8</b>	<b>168</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	FLYBE LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4
<b>TOTAL FARO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>TOTAL PORTUGAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	44	0	0	13.6	43.2	31.8	6.8	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL DOHA HAMAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>43.2</b>	<b>31.8</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL QATAR</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>43.2</b>	<b>31.8</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	5	18	
ALICANTE	VUELING AIRLINES	S	20	0	0	0.0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	17	20	
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>60.5</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.3</b>	<b>11</b>	<b>38</b>	
MALAGA	TUI AIRWAYS LTD	C	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	75.0	62	8	
MALAGA	VUELING AIRLINES	S	18	0	0	0.0	27.8	22.2	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	20	68.8	9	16	
<b>TOTAL MALAGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>26.9</b>	<b>15.4</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>15</b>	<b>70.8</b>	<b>26</b>	<b>24</b>	
<b>TOTAL SPAIN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.1</b>	<b>46.9</b>	<b>15.6</b>	<b>7.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.0</b>	<b>17</b>	<b>62</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	68.8	43	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.8</b>	<b>43</b>	<b>16</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	0.0	11.1	50.0	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	16	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	0.0	26.9	50.0	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	13	72.7	9	22	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.5</b>	<b>50.0</b>	<b>15.9</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.0</b>	<b>12</b>	<b>38</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>25.7</b>	<b>50.0</b>	<b>11.4</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.3</b>	<b>19</b>	<b>62</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	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	37.5	78	8	
<b>TOTAL GENEVA</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>33.3</b>	<b>78</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</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>33.3</b>	<b>78</b>	<b>8</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	78.9	9	18	
<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>78.9</b>	<b>9</b>	<b>18</b>	
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	74	0	0	2.7	56.8	32.4	6.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3	87.3	6	69	
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>56.8</b>	<b>32.4</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.3</b>	<b>6</b>	<b>69</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	90	0	0	4.4	44.4	35.6	5.6	4.4	5.6	0.0	0.0	0.0	0.0	0.0	9	80.2	11	105	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>44.4</b>	<b>35.6</b>	<b>5.6</b>	<b>4.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.2</b>	<b>11</b>	<b>105</b>	
BIGGIN HILL	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BIGGIN HILL</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BLACKPOOL	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BLACKPOOL</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>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	3	
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>52</b>	<b>3</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DONCASTER SHEFFIELD	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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>100.0</b>	<b>1</b>	<b>2</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
EDINBURGH	FLYBE LTD	S	84	0	0	3.6	44.0	39.3	3.6	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	85.7	6	105
<b>TOTAL EDINBURGH</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>44.0</b>	<b>39.3</b>	<b>3.6</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>9</b>	<b>85.7</b>	<b>6</b>	<b>105</b>
GLASGOW	FLYBE LTD	S	38	0	0	0.0	47.4	36.8	0.0	5.3	10.5	0.0	0.0	0.0	0.0	0.0	14	76.1	12	46
<b>TOTAL GLASGOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.4</b>	<b>36.8</b>	<b>0.0</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>14</b>	<b>74.5</b>	<b>12</b>	<b>46</b>
JERSEY	FLYBE LTD	S	18	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	9	25
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</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>0.0</b>	<b>5</b>	<b>75.0</b>	<b>9</b>	<b>25</b>
LEEDS BRADFORD	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LIVERPOOL (JOHN LENNON)	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	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 LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>20</b>	<b>2</b>
LUTON	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
MANCHESTER	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
NEWCASTLE	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
NEWCASTLE	EASTERN AIRWAYS	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2
NEWCASTLE	EASTERN AIRWAYS	S	45	0	0	28.9	42.2	26.7	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3	74.1	9	54
<b>TOTAL NEWCASTLE</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>27.7</b>	<b>44.7</b>	<b>25.5</b>	<b>0.0</b>	<b>0.0</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>3</b>	<b>75.8</b>	<b>9</b>	<b>58</b>
STANSTED	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	4
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>4</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>359</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>47.4</b>	<b>34.8</b>	<b>3.9</b>	<b>3.6</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>7</b>	<b>80.6</b>	<b>9</b>	<b>442</b>
<b>TOTAL CARDIFF WALES</b>			<b>946</b>	<b>4</b>	<b>8</b>	<b>4.1</b>	<b>43.4</b>	<b>38.0</b>	<b>6.6</b>	<b>3.5</b>	<b>2.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.8</b>	<b>8</b>	<b>79.4</b>	<b>11</b>	<b>1054</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	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	50.0	47	2	
<b>TOTAL BRIDGETOWN</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>50.0</b>	<b>47</b>	<b>2</b>	
<b>TOTAL BARBADOS</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>50.0</b>	<b>47</b>	<b>2</b>	
<b>FRANCE</b>																					
CHAMBERY	AIR X CHARTER	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
CHAMBERY	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	8	8	
<b>TOTAL CHAMBERY</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>87.5</b>	<b>8</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	16	0	0	6.3	25.0	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	84.8	6	46	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>16</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>84.8</b>	<b>6</b>	<b>46</b>	
<b>TOTAL FRANCE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>58.8</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.2</b>	<b>6</b>	<b>54</b>	
<b>GERMANY</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	100.0	0	4	
<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>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	20	0	0	5.0	30.0	40.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>40.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DEBRECEN	WIZZ AIR	S	18	0	0	5.6	44.4	16.7	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL DEBRECEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL HUNGARY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>36.8</b>	<b>28.9</b>	<b>13.2</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
DUBLIN	FLYBE LTD	S	24	0	0	0.0	62.5	29.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	1	26	
<b>TOTAL DUBLIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>29.2</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>0.0</b>	<b>4</b>	<b>96.4</b>	<b>1</b>	<b>28</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>29.2</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>0.0</b>	<b>4</b>	<b>96.4</b>	<b>1</b>	<b>28</b>	
<b>ITALY</b>																					
TURIN	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	7	8	
<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>87.5</b>	<b>7</b>	<b>8</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>87.5</b>	<b>7</b>	<b>8</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	20	0	0	10.0	30.0	35.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	12	22	
<b>TOTAL RIGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>35.0</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>11</b>	<b>68.2</b>	<b>12</b>	<b>22</b>	
<b>TOTAL LATVIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>35.0</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>11</b>	<b>68.2</b>	<b>12</b>	<b>22</b>	
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	16	0	0	6.3	25.0	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	11	20	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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 VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.0</b>	<b>11</b>	<b>20</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>60.0</b>	<b>11</b>	<b>20</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	62	0	0	0.0	48.4	46.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	3	93.5	6	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.4</b>	<b>46.8</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>3</b>	<b>93.5</b>	<b>6</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.4</b>	<b>46.8</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>3</b>	<b>93.5</b>	<b>6</b>	<b>62</b>	
<b>PAKISTAN</b>																				
ISLAMABAD INTERNATIONAL AIRPORT	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</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>10</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>100.0</b>	<b>0.0</b>	<b>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>POLAND</b>																				
GDANSK	WIZZ AIR	S	36	0	0	5.6	44.4	22.2	5.6	5.6	16.7	0.0	0.0	0.0	0.0	17	75.0	13	32	
<b>TOTAL GDANSK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>13</b>	<b>32</b>	
KATOWICE	WIZZ AIR	S	36	0	0	11.1	22.2	33.3	16.7	11.1	0.0	0.0	5.6	0.0	0.0	20	87.5	11	32	
<b>TOTAL KATOWICE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.5</b>	<b>11</b>	<b>32</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	72.7	12	22	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.7</b>	<b>12</b>	<b>22</b>	
POZNAN	WIZZ AIR	S	28	0	0	14.3	42.9	32.1	3.6	7.1	0.0	0.0	0.0	0.0	0.0	6	59.1	30	22	
<b>TOTAL POZNAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>32.1</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>59.1</b>	<b>30</b>	<b>22</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	20	0	0	10.0	70.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	20	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>70.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
WROCLAW	WIZZ AIR	S	16	0	0	6.3	37.5	43.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	5	18	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>41.2</b>	<b>28.7</b>	<b>8.8</b>	<b>5.9</b>	<b>4.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.8</b>	<b>12</b>	<b>146</b>	
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	WIZZ AIR	S	26	0	2	7.1	21.4	17.9	21.4	25.0	0.0	0.0	0.0	0.0	7.1	19	27.3	41	20	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>21.4</b>	<b>17.9</b>	<b>21.4</b>	<b>25.0</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>27.3</b>	<b>41</b>	<b>20</b>	
CLUJ NAPOCA	WIZZ AIR	S	22	0	0	4.5	27.3	45.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0	9	38.9	33	18	
<b>TOTAL CLUJ NAPOCA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>45.5</b>	<b>22.7</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>38.9</b>	<b>33</b>	<b>18</b>	
<b>TOTAL ROMANIA</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>24.0</b>	<b>30.0</b>	<b>22.0</b>	<b>14.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>14</b>	<b>32.5</b>	<b>37</b>	<b>38</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	75.0	11	20	
<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</b>	<b>75.0</b>	<b>11</b>	<b>20</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</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>SPAIN</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	FLYBE LTD	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6	
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	5.6	50.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.2	1	21	
<b>TOTAL ALICANTE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>96.3</b>	<b>1</b>	<b>27</b>	
MALAGA	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	100.0	3	8	
<b>TOTAL MALAGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL SPAIN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>97.1</b>	<b>2</b>	<b>35</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	61.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
LAS PALMAS	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	0	60.0	11	10	
<b>TOTAL LAS PALMAS</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>60.0</b>	<b>11</b>	<b>10</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	11.5	50.0	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	17	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>64.3</b>	<b>17</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>57.7</b>	<b>23.1</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>74.1</b>	<b>12</b>	<b>54</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	38	0	0	0.0	26.3	63.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	1	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>63.2</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>0.0</b>	<b>6</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
CARDIFF WALES	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL 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>0</b>	<b>2</b>	
FARNBOROUGH	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 FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
GATWICK	FREEBIRD AIRLINES	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	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	1	
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
INVERNESS	LOGANAIR 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	3	0.0	0	0	
<b>TOTAL INVERNESS</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>	
JERSEY	FLYBE LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL JERSEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.1</b>	<b>57.8</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>100.0</b>	<b>1</b>	<b>7</b>	
<b>TOTAL DONCASTER</b>			<b>494</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>40.7</b>	<b>35.5</b>	<b>9.5</b>	<b>5.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>79.1</b>	<b>11</b>	<b>500</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early		15 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						15 m early	15 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m									
<b>AUSTRIA</b>																					
SALZBURG	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	14	75.0	11	8		
SALZBURG	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	18	62.5	58	8			
<b>TOTAL SALZBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</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>16</b>	<b>68.8</b>	<b>35</b>	<b>16</b>		
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>25.0</b>	<b>25.0</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>16</b>	<b>68.8</b>	<b>35</b>	<b>16</b>		
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
<b>TOTAL BRIDGETOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>		
<b>TOTAL BARBADOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>		
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	84	0	2	2.3	55.8	25.6	5.8	5.8	0.0	2.3	0.0	0.0	2.3	9	69.0	29	84		
<b>TOTAL BRUSSELS</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>55.8</b>	<b>25.6</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>9</b>	<b>69.0</b>	<b>29</b>	<b>84</b>		
<b>TOTAL BELGIUM</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>55.8</b>	<b>25.6</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>9</b>	<b>69.0</b>	<b>29</b>	<b>84</b>		
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	C	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	5	50.0	27	8		
<b>TOTAL SOFIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>50.0</b>	<b>27</b>	<b>8</b>		
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>50.0</b>	<b>27</b>	<b>8</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	8	2		
<b>TOTAL PRAGUE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>8</b>	<b>2</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>8</b>	<b>2</b>		
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES 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	13	0.0	0	0		
<b>TOTAL HURGHADA</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FINLAND</b>																					
ENONTEKIO	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	50.0	12	2		
<b>TOTAL ENONTEKIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>		
<b>TOTAL 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>50.0</b>	<b>12</b>	<b>2</b>		
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	C	8	0	0	0.0	0.0	62.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
CHAMBERY	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	20	62.5	42	8		
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</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>24</b>	<b>62.5</b>	<b>42</b>	<b>8</b>		
LIMOGES	RYANAIR	S	22	0	0	0.0	31.8	50.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	18		
<b>TOTAL LIMOGES</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>50.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>7</b>	<b>18</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	50.0	98	2		
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>98</b>	<b>2</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOULOUSE (BLAGNAC)	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	2
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>50.0</b>	<b>10.5</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.3</b>	<b>23</b>	<b>30</b>
<b>GERMANY</b>																				
BERLIN BRANDENBURG	RYANAIR	S	18	0	0	0.0	11.1	33.3	16.7	22.2	11.1	5.6	0.0	0.0	0.0	0.0	31	80.0	8	30
<b>TOTAL BERLIN BRANDENBURG</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>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>31</b>	<b>80.0</b>	<b>8</b>	<b>30</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	0.0	67	1
<b>TOTAL BREMEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>67</b>	<b>1</b>
<b>TOTAL GERMANY</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>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>31</b>	<b>77.4</b>	<b>10</b>	<b>31</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
BUDAPEST	RYANAIR	S	20	0	0	5.0	30.0	45.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	11	20
<b>TOTAL BUDAPEST</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>41.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>24</b>
<b>TOTAL HUNGARY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>33.3</b>	<b>41.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>9</b>	<b>24</b>
<b>ICELAND</b>																				
KEFLAVIK	FAI FLIGHT- AMBULANCE SERVICE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
KEFLAVIK	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	3
<b>TOTAL KEFLAVIK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>5</b>	<b>4</b>
<b>TOTAL ICELAND</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>5</b>	<b>4</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	96	0	0	6.3	38.5	26.0	16.7	9.4	3.1	0.0	0.0	0.0	0.0	0.0	11	77.2	11	114
<b>TOTAL DUBLIN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>38.5</b>	<b>26.0</b>	<b>16.7</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.2</b>	<b>11</b>	<b>114</b>
IRELAND WEST(KNOCK)	RYANAIR	S	34	0	0	0.0	29.4	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	32	36
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>41.2</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>10</b>	<b>55.6</b>	<b>32</b>	<b>36</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>36.2</b>	<b>30.0</b>	<b>18.5</b>	<b>8.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.0</b>	<b>16</b>	<b>150</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	30	0	0	3.3	10.0	23.3	10.0	46.7	6.7	0.0	0.0	0.0	0.0	0.0	30	50.0	19	26
<b>TOTAL BERGAMO</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>10.0</b>	<b>23.3</b>	<b>10.0</b>	<b>46.7</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>30</b>	<b>50.0</b>	<b>19</b>	<b>26</b>
TREVISO	RYANAIR	S	20	0	0	0.0	10.0	65.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	15	18
<b>TOTAL TREVISO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>65.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>10.0</b>	<b>40.0</b>	<b>14.0</b>	<b>30.0</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>21</b>	<b>56.8</b>	<b>17</b>	<b>44</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	28	0	0	3.6	32.1	35.7	21.4	3.6	3.6	0.0	0.0	0.0	0.0	0.0	12	82.1	13	28
<b>TOTAL RIGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>35.7</b>	<b>21.4</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>13</b>	<b>28</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
							to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
<b>TOTAL LATVIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>35.7</b>	<b>21.4</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>13</b>	<b>28</b>
<b>MALTA</b>																				
<b>MALTA</b>	RYANAIR	S	28	0	0	3.6	14.3	57.1	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	82.1	12	28
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>57.1</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>12</b>	<b>28</b>
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>57.1</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>82.1</b>	<b>12</b>	<b>28</b>
<b>MOROCCO</b>																				
<b>MARRAKESH</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	15	0.0	0	0
<b>TOTAL MARRAKESH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	FLYBE LTD	S	54	0	0	1.9	33.3	51.9	5.6	5.6	1.9	0.0	0.0	0.0	0.0	0.0	8	83.3	9	60
<b>AMSTERDAM</b>	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	1
<b>TOTAL AMSTERDAM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>33.3</b>	<b>51.9</b>	<b>5.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.6</b>	<b>9</b>	<b>61</b>
<b>TOTAL NETHERLANDS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>33.3</b>	<b>51.9</b>	<b>5.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.6</b>	<b>9</b>	<b>61</b>
<b>POLAND</b>																				
<b>KRAKOW</b>	RYANAIR	S	32	0	0	0.0	37.5	34.4	9.4	9.4	9.4	0.0	0.0	0.0	0.0	0.0	17	67.9	23	28
<b>TOTAL KRAKOW</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>34.4</b>	<b>9.4</b>	<b>9.4</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.9</b>	<b>23</b>	<b>28</b>
<b>LODZ LUBLINEK</b>	RYANAIR	S	16	0	0	0.0	0.0	56.3	18.8	0.0	12.5	12.5	0.0	0.0	0.0	0.0	38	61.1	18	18
<b>TOTAL LODZ LUBLINEK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.3</b>	<b>18.8</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>38</b>	<b>61.1</b>	<b>18</b>	<b>18</b>
<b>RZESZOW</b>	RYANAIR	S	32	0	0	0.0	34.4	37.5	15.6	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	85.2	8	27
<b>TOTAL RZESZOW</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.4</b>	<b>37.5</b>	<b>15.6</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>85.2</b>	<b>8</b>	<b>27</b>
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	32	0	0	15.6	65.6	12.5	0.0	3.1	3.1	0.0	0.0	0.0	0.0	0.0	4	76.7	8	30
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>65.6</b>	<b>12.5</b>	<b>0.0</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.7</b>	<b>8</b>	<b>30</b>
<b>WROCLAW</b>	RYANAIR	S	38	0	0	0.0	34.2	44.7	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	84.2	8	38
<b>TOTAL WROCLAW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>44.7</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>0.0</b>	<b>8</b>	<b>84.2</b>	<b>8</b>	<b>38</b>
<b>TOTAL POLAND</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>38.0</b>	<b>35.3</b>	<b>11.3</b>	<b>6.7</b>	<b>4.0</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>76.6</b>	<b>12</b>	<b>141</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	JET2.COM LTD	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>FARO</b>	RYANAIR	S	30	0	0	6.7	40.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	8	20
<b>FARO</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	0.0	53	1
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>44.1</b>	<b>47.1</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>3</b>	<b>81.0</b>	<b>10</b>	<b>21</b>
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>44.1</b>	<b>47.1</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>3</b>	<b>81.0</b>	<b>10</b>	<b>21</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10
<b>FUNCHAL</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	10
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>5</b>	<b>20</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.0</b>	<b>5</b>	<b>20</b>		
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	30	0	0	10.0	46.7	43.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.4	3	28		
ALICANTE	RYANAIR	S	66	0	0	7.6	42.4	31.8	7.6	4.5	6.1	0.0	0.0	0.0	0.0	10	87.1	5	70		
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	10		
<b>TOTAL ALICANTE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>44.3</b>	<b>35.8</b>	<b>4.7</b>	<b>2.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.7</b>	<b>4</b>	<b>108</b>		
BARCELONA	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	100.0	12	1		
<b>TOTAL BARCELONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
LIEIDA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
LIEIDA	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	100.0	11	1		
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>5</b>		
MALAGA	JET2.COM LTD	S	24	0	0	20.8	54.2	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.0	7	20		
MALAGA	RYANAIR	S	42	0	0	4.8	50.0	38.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	13	39		
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	57.1	12	7		
<b>TOTAL MALAGA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>50.0</b>	<b>36.5</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>3</b>	<b>78.8</b>	<b>11</b>	<b>66</b>		
MURCIA INTERNATIONAL	RYANAIR	S	12	0	0	0.0	25.0	16.7	16.7	25.0	16.7	0.0	0.0	0.0	0.0	29	0.0	0	0		
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>16.7</b>	<b>16.7</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>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MURCIA SAN JAVIER	RYANAIR	S	14	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	26		
<b>TOTAL MURCIA SAN JAVIER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>71.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>4</b>	<b>26</b>		
SEVILLE	RYANAIR	S	20	0	0	0.0	40.0	35.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	5	16		
<b>TOTAL SEVILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>35.0</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>9</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
<b>TOTAL SPAIN</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>46.5</b>	<b>33.6</b>	<b>6.6</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>6</b>	<b>87.4</b>	<b>6</b>	<b>222</b>		
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	30	0	0	10.0	46.7	23.3	13.3	3.3	3.3	0.0	0.0	0.0	0.0	9	96.2	2	26		
ARRECIFE	RYANAIR	S	42	0	0	4.8	31.0	38.1	11.9	14.3	0.0	0.0	0.0	0.0	0.0	10	83.3	6	36		
ARRECIFE	THOMAS COOK AIRLINES LTD	S	21	0	0	9.5	23.8	33.3	19.0	9.5	4.8	0.0	0.0	0.0	0.0	13	100.0	2	17		
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	8		
<b>TOTAL ARRECIFE</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.0</b>	<b>34.0</b>	<b>13.6</b>	<b>9.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>92.0</b>	<b>4</b>	<b>87</b>		
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	55.6	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	88.9	6	18		
FUERTEVENTURA	RYANAIR	S	20	0	0	5.0	50.0	40.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.3	6	16		
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	9	10		
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	10		
<b>TOTAL FUERTEVENTURA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>46.6</b>	<b>39.7</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>6</b>	<b>54</b>		
LAS PALMAS	JET2.COM LTD	S	18	0	0	0.0	50.0	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	3	83.3	6	18		
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	1	87.5	6	8		
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	11	0	0	0.0	18.2	54.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	11	100.0	0	8		



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10
<b>TOTAL LAS PALMAS</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>42.6</b>	<b>44.7</b>	<b>6.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.6</b>	<b>4</b>	<b>44</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	46	0	0	17.4	37.0	32.6	8.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	7	89.7	8	39
TENERIFE (SURREINA SOFIA)	RYANAIR	S	55	0	0	0.0	34.5	38.2	20.0	5.5	0.0	0.0	1.8	0.0	0.0	0.0	12	83.3	14	48
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	34	0	0	8.8	44.1	29.4	8.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	8	89.5	5	38
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	50.0	23.1	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	68.8	32	16
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	5
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>39.8</b>	<b>32.3</b>	<b>13.7</b>	<b>5.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.9</b>	<b>12</b>	<b>146</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>369</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>39.6</b>	<b>35.5</b>	<b>11.1</b>	<b>5.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.9</b>	<b>8</b>	<b>331</b>
GENEVA	JET2.COM LTD	S	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	20	80.8	13	26
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>80.8</b>	<b>13</b>	<b>26</b>
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>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>80.8</b>	<b>13</b>	<b>26</b>
UNITED KINGDOM																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	184	0	0	6.0	61.4	29.3	0.5	1.6	1.1	0.0	0.0	0.0	0.0	0.0	3	93.1	3	173
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>61.4</b>	<b>29.3</b>	<b>0.5</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.1</b>	<b>3</b>	<b>173</b>
BLACKPOOL	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 BLACKPOOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
EDINBURGH	FLYBE LTD	S	126	0	0	6.3	47.6	36.5	5.6	1.6	1.6	0.8	0.0	0.0	0.0	0.0	6	91.7	4	120
<b>TOTAL EDINBURGH</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>47.6</b>	<b>36.5</b>	<b>5.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</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>120</b>
GATWICK	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
GLASGOW	FLYBE LTD	S	144	0	0	6.9	46.5	25.7	9.7	7.6	2.1	1.4	0.0	0.0	0.0	0.0	11	80.5	19	133
<b>TOTAL GLASGOW</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>46.5</b>	<b>25.7</b>	<b>9.7</b>	<b>7.6</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.5</b>	<b>19</b>	<b>133</b>
GUERNSEY	AURIGNY AIR SERVICES	S	32	0	2	5.9	41.2	26.5	2.9	5.9	5.9	2.9	2.9	0.0	0.0	5.9	21	71.4	12	26
<b>TOTAL GUERNSEY</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>41.2</b>	<b>26.5</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>21</b>	<b>71.4</b>	<b>12</b>	<b>26</b>
JERSEY	FLYBE LTD	S	28	0	0	3.6	46.4	35.7	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	93.3	5	44
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>46.4</b>	<b>35.7</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.3</b>	<b>5</b>	<b>44</b>
NEWCASTLE	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 NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
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	31	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>31</b>	<b>1</b>

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018					
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	
TOTAL UNITED KINGDOM			515	0	2	6.2	51.8	30.2	5.0	3.7	1.7	0.8	0.2	0.0	0.0	0.4	7	88.1	8	499
TOTAL EAST MIDLANDS			1812	0	4	5.5	42.0	34.6	9.3	5.7	2.1	0.5	0.1	0.0	0.0	0.2	9	82.4	11	1773

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	37.5	0.0	0.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	38	37.5	23	8	
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	25.0	25.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	50	37.5	24	8	
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</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>44</b>	<b>37.5</b>	<b>24</b>	<b>16</b>	
SALZBURG	BA CITYFLYER 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	87.5	3	8	
SALZBURG	JET2.COM LTD	S	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	9	75.0	7	8	
<b>TOTAL SALZBURG</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>8</b>	<b>81.3</b>	<b>5</b>	<b>16</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18	
VIENNA	EASYJET UK LTD	S	18	0	0	0.0	38.9	38.9	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
VIENNA	JET2.COM LTD	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	4	
<b>TOTAL VIENNA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.4</b>	<b>40.9</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.4</b>	<b>5</b>	<b>22</b>	
<b>TOTAL AUSTRIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>35.2</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>7.4</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>70.4</b>	<b>11</b>	<b>54</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	91	0	2	3.2	46.2	32.3	5.4	6.5	4.3	0.0	0.0	0.0	0.0	2.2	9	87.4	8	95	
<b>TOTAL BRUSSELS</b>			<b>91</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>46.2</b>	<b>32.3</b>	<b>5.4</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>9</b>	<b>87.4</b>	<b>8</b>	<b>95</b>	
CHARLEROI	RYANAIR	S	34	0	0	11.8	47.1	29.4	2.9	2.9	5.9	0.0	0.0	0.0	0.0	0.0	8	78.6	9	28	
<b>TOTAL CHARLEROI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>47.1</b>	<b>29.4</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>8</b>	<b>78.6</b>	<b>9</b>	<b>28</b>	
<b>TOTAL BELGIUM</b>			<b>125</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>46.5</b>	<b>31.5</b>	<b>4.7</b>	<b>5.5</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>85.4</b>	<b>9</b>	<b>123</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	15	18	
SOFIA	EASYJET UK LTD	S	18	0	0	11.1	27.8	38.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
SOFIA	RYANAIR	S	18	0	0	0.0	33.3	55.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>30.6</b>	<b>47.2</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>30.6</b>	<b>47.2</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	18	0	0	33.3	44.4	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BEIJING</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>44.4</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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>44.4</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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
PAPHOS	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	18	
PAPHOS	EASYJET UK LTD	S	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>7</b>	<b>18</b>	
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>7</b>	<b>18</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	4	34	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 UK LTD	S	36	0	0	2.8	41.7	38.9	8.3	5.6	0.0	2.8	0.0	0.0	0.0	0.0	12	0.0	0	0	
PRAGUE	RYANAIR	S	28	0	0	0.0	17.9	46.4	25.0	3.6	0.0	0.0	7.1	0.0	0.0	0.0	28	26.9	29	26	
<b>TOTAL PRAGUE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>31.3</b>	<b>42.2</b>	<b>15.6</b>	<b>4.7</b>	<b>0.0</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>65.0</b>	<b>15</b>	<b>60</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>31.3</b>	<b>42.2</b>	<b>15.6</b>	<b>4.7</b>	<b>0.0</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>65.0</b>	<b>15</b>	<b>60</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	36	
COPENHAGEN	EASYJET UK LTD	S	40	0	0	10.0	22.5	50.0	12.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	67.9	10	28	
COPENHAGEN	RYANAIR	S	36	0	0	2.8	25.0	38.9	22.2	8.3	0.0	2.8	0.0	0.0	0.0	0.0	15	58.8	19	34	
COPENHAGEN	SAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
<b>TOTAL COPENHAGEN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>22.5</b>	<b>45.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</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>72.5</b>	<b>12</b>	<b>102</b>	
<b>TOTAL DENMARK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>22.5</b>	<b>45.0</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</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>72.5</b>	<b>12</b>	<b>102</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	16	0	0	0.0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL TALLIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ESTONIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL VAGAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL FAROE ISLANDS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	17	0	2	5.3	52.6	26.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	10.5	3	100.0	8	6	
<b>TOTAL HELSINKI</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>52.6</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>10.5</b>	<b>3</b>	<b>100.0</b>	<b>8</b>	<b>6</b>	
<b>TOTAL FINLAND</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>52.6</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>10.5</b>	<b>3</b>	<b>100.0</b>	<b>8</b>	<b>6</b>	
<b>FRANCE</b>																					
CARCASSONNE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	
<b>TOTAL CARCASSONNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
CHAMBERY	BA CITYFLYER LTD	C	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	11	72.2	17	18	
<b>TOTAL CHAMBERY</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>11</b>	<b>72.2</b>	<b>17</b>	<b>18</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8	
GRENOBLE	EASYJET UK LTD	S	8	0	0	0.0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL GRENOBLE</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>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>31</b>	<b>75.0</b>	<b>8</b>	<b>8</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	18	10	
LYON	EASYJET UK LTD	S	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL LYON</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>12</b>	<b>60.0</b>	<b>18</b>	<b>10</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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		
MARSEILLE	JET2.COM 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	37	0.0	0	0	
MARSEILLE	RYANAIR	S	18	0	0	0.0	44.4	44.4	5.6	5.6	0.0	0.0	0.0	0.0	5	75.0	8	15		
<b>TOTAL MARSEILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>45.0</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>8</b>	<b>75.0</b>	<b>8</b>	<b>15</b>		
MONTPELLIER	RYANAIR	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
MONTPELLIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	1			
<b>TOTAL MONTPELLIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>117</b>	<b>1</b>		
NANTES	RYANAIR	S	16	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	13	75.0	39	16		
<b>TOTAL NANTES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>39</b>	<b>16</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	132	0	0	1.5	43.2	40.9	6.1	5.3	2.3	0.8	0.0	0.0	9	81.9	8	172		
PARIS (CHARLES DE GAULLE)	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	77.9	10	86		
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	78	0	0	0.0	33.3	47.4	9.0	7.7	0.0	2.6	0.0	0.0	11	0.0	0	0		
PARIS (CHARLES DE GAULLE)	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>39.5</b>	<b>43.3</b>	<b>7.1</b>	<b>6.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.8</b>	<b>8</b>	<b>260</b>		
PARIS (ORLY)	TRANSAVIA FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	20		
<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</b>	<b>60.0</b>	<b>20</b>	<b>20</b>		
TOULOUSE (BLAGNAC)	BA CITYFLYER LTD	C	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	21	8		
TOULOUSE (BLAGNAC)	RYANAIR	S	18	0	0	0.0	66.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	3	83.3	10	18		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>69.2</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>80.8</b>	<b>13</b>	<b>26</b>		
<b>TOTAL FRANCE</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>40.2</b>	<b>41.8</b>	<b>6.2</b>	<b>6.9</b>	<b>2.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.9</b>	<b>11</b>	<b>392</b>		
<b>GERMANY</b>																				
BERLIN (TEGEL)	EASYJET UK LTD	S	40	0	0	7.5	30.0	37.5	7.5	12.5	5.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL BERLIN (TEGEL)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>30.0</b>	<b>37.5</b>	<b>7.5</b>	<b>12.5</b>	<b>5.0</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>		
BERLIN BRANDENBURG	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	57.7	15	26			
BERLIN BRANDENBURG	RYANAIR	S	54	0	0	0.0	31.5	44.4	13.0	5.6	3.7	0.0	0.0	1.9	0.0	0	0			
<b>TOTAL BERLIN BRANDENBURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.5</b>	<b>44.4</b>	<b>13.0</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>17</b>	<b>57.7</b>	<b>15</b>	<b>26</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	10	66.7	17	6		
<b>TOTAL COLOGNE BONN</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>10</b>	<b>66.7</b>	<b>17</b>	<b>6</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	10	6		
<b>TOTAL DUSSELDORF</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>66.7</b>	<b>10</b>	<b>6</b>		
FRANKFURT MAIN	LUFTHANSA	S	68	0	2	0.0	21.4	40.0	20.0	15.7	0.0	0.0	0.0	0.0	2.9	15	65.2	14	66	
<b>TOTAL FRANKFURT MAIN</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</b>	<b>40.0</b>	<b>20.0</b>	<b>15.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>65.2</b>	<b>14</b>	<b>66</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	12	22		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HAMBURG	EASYJET UK LTD	S	22	0	0	4.5	36.4	45.5	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
HAMBURG	RYANAIR	S	36	0	1	0.0	40.5	35.1	16.2	5.4	0.0	0.0	0.0	0.0	0.0	2.7	8	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>39.0</b>	<b>39.0</b>	<b>11.9</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>1.7</b>	<b>8</b>	<b>72.7</b>	<b>12</b>	<b>22</b>	
KARLSRUHE/BADEN BADEN	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	32	16	
<b>TOTAL KARLSRUHE/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>62.5</b>	<b>32</b>	<b>16</b>	
MEMMINGEN ALLGAU	RYANAIR	S	18	0	0	0.0	50.0	33.3	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MUNICH	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	63.3	21	30	
MUNICH	EASYJET UK LTD	S	28	0	0	3.6	25.0	39.3	14.3	10.7	7.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
MUNICH	EUROWINGS LUFTVERKEHRS	S	22	0	0	0.0	13.6	31.8	31.8	4.5	18.2	0.0	0.0	0.0	0.0	0.0	29	60.7	18	28	
MUNICH	LUFTHANSA	S	18	0	0	0.0	27.8	33.3	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>22.1</b>	<b>35.3</b>	<b>23.5</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>21</b>	<b>62.1</b>	<b>20</b>	<b>58</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	92.3	4	26	
<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>92.3</b>	<b>4</b>	<b>26</b>	
STUTTGART	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	18	
STUTTGART	EASYJET UK LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL STUTTGART</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
<b>TOTAL GERMANY</b>			<b>318</b>	<b>0</b>	<b>3</b>	<b>1.9</b>	<b>29.3</b>	<b>39.6</b>	<b>15.6</b>	<b>8.4</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>67.2</b>	<b>15</b>	<b>244</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	21	4	
ATHENS	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	77.8	9	18	
ATHENS	EASYJET UK LTD	S	18	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	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.7</b>	<b>11</b>	<b>22</b>	
<b>TOTAL GREECE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.7</b>	<b>11</b>	<b>22</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	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	68.8	11	16	
BUDAPEST	RYANAIR	S	16	0	0	0.0	18.8	31.3	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	14	18	
<b>TOTAL BUDAPEST</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</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>14</b>	<b>58.8</b>	<b>13</b>	<b>34</b>	
<b>TOTAL HUNGARY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>29.4</b>	<b>17.6</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>14</b>	<b>58.8</b>	<b>13</b>	<b>34</b>	
<b>ICELAND</b>																					
AKUREYRI	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	122	2	
<b>TOTAL AKUREYRI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>122</b>	<b>2</b>	
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	45	
KEFLAVIK	EASYJET UK LTD	S	40	0	0	5.0	20.0	35.0	25.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	86.1	6	36
<b>TOTAL KEFLAVIK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>35.0</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>19</b>	<b>75.3</b>	<b>14</b>	<b>81</b>
<b>TOTAL ICELAND</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>35.0</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>19</b>	<b>73.8</b>	<b>16</b>	<b>83</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	72	0	0	13.9	62.5	15.3	0.0	1.4	4.2	0.0	2.8	0.0	0.0	0.0	10	95.7	3	70
<b>TOTAL CORK</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>62.5</b>	<b>15.3</b>	<b>0.0</b>	<b>1.4</b>	<b>4.2</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>95.7</b>	<b>3</b>	<b>70</b>
DUBLIN	AER LINGUS	S	240	0	0	5.4	53.8	32.1	7.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4	86.3	7	240
DUBLIN	RYANAIR	S	210	0	0	10.5	46.7	30.5	5.2	6.2	1.0	0.0	0.0	0.0	0.0	0.0	6	85.1	6	208
<b>TOTAL DUBLIN</b>			<b>450</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>50.4</b>	<b>31.3</b>	<b>6.7</b>	<b>3.3</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>5</b>	<b>85.5</b>	<b>6</b>	<b>448</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	24	0	0	8.3	50.0	29.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	30
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>29.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>30</b>
SHANNON	AER LINGUS	S	32	0	0	18.8	50.0	25.0	0.0	0.0	3.1	0.0	3.1	0.0	0.0	0.0	12	95.7	2	46
<b>TOTAL SHANNON</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.7</b>	<b>2</b>	<b>46</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>51.9</b>	<b>28.9</b>	<b>5.4</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>5</b>	<b>594</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	44	0	0	2.3	45.5	38.6	11.4	0.0	0.0	0.0	2.3	0.0	0.0	0.0	12	45.7	17	46
<b>TOTAL BERGAMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>45.5</b>	<b>38.6</b>	<b>11.4</b>	<b>0.0</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>12</b>	<b>45.7</b>	<b>17</b>	<b>46</b>
BOLOGNA	RYANAIR	S	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	12	44.4	39	18
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>44.4</b>	<b>39</b>	<b>18</b>
MILAN (MALPENSA)	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	77.4	10	62
MILAN (MALPENSA)	EASYJET UK LTD	S	48	0	0	6.3	22.9	35.4	27.1	8.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>22.9</b>	<b>35.4</b>	<b>27.1</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>12</b>	<b>77.4</b>	<b>10</b>	<b>62</b>
NAPLES	EASYJET UK LTD	S	14	0	2	0.0	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	20	0.0	0	0
<b>TOTAL NAPLES</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	RYANAIR	S	42	0	0	2.4	35.7	45.2	4.8	9.5	2.4	0.0	0.0	0.0	0.0	0.0	10	72.2	14	36
<b>TOTAL ROME (CIAMPINO)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>35.7</b>	<b>45.2</b>	<b>4.8</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>14</b>	<b>36</b>
TREVISIO	RYANAIR	S	26	0	0	3.8	61.5	23.1	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	4	28
<b>TOTAL TREVISIO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>61.5</b>	<b>23.1</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>3</b>	<b>92.9</b>	<b>4</b>	<b>28</b>
TURIN	JET2.COM LTD	S	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	6	8
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>3</b>	<b>75.0</b>	<b>6</b>	<b>8</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	26
VENICE	EASYJET UK LTD	S	24	0	0	8.3	41.7	29.2	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL VENICE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>29.2</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>7</b>	<b>75.0</b>	<b>9</b>	<b>26</b>
VERONA VILLAFRANCA	BA CITYFLYER LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 15 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
TOTAL VERONA VILAFRANCA			8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	7	8		
TOTAL ITALY			232	0	2	3.8	38.5	35.9	14.5	4.7	1.3	0.0	0.4	0.0	0.0	10	69.7	13	232		
LATVIA																					
RIGA	RYANAIR	S	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
TOTAL RIGA			10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
TOTAL LATVIA			10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
MALTA																					
MALTA	RYANAIR	S	18	0	0	0.0	22.2	44.4	5.6	22.2	5.6	0.0	0.0	0.0	0.0	17	80.0	12	20		
TOTAL MALTA			18	0	0	0.0	22.2	44.4	5.6	22.2	5.6	0.0	0.0	0.0	0.0	17	80.0	12	20		
TOTAL MALTA			18	0	0	0.0	22.2	44.4	5.6	22.2	5.6	0.0	0.0	0.0	0.0	17	80.0	12	20		
NETHERLANDS																					
AMSTERDAM	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	76.3	11	118		
AMSTERDAM	EASYJET UK LTD	S	120	0	0	4.2	40.0	32.5	11.7	7.5	2.5	1.7	0.0	0.0	0.0	12	0.0	0	0		
AMSTERDAM	KLM	S	195	0	4	3.5	39.2	40.2	8.5	3.5	0.5	2.5	0.0	0.0	2.0	10	74.1	11	191		
TOTAL AMSTERDAM			315	0	4	3.8	39.5	37.3	9.7	5.0	1.3	2.2	0.0	0.0	1.3	11	74.9	11	309		
EINDHOVEN	RYANAIR	S	26	0	0	3.8	30.8	30.8	26.9	0.0	7.7	0.0	0.0	0.0	0.0	14	88.5	10	26		
TOTAL EINDHOVEN			26	0	0	3.8	30.8	30.8	26.9	0.0	7.7	0.0	0.0	0.0	0.0	14	88.5	10	26		
TOTAL NETHERLANDS			341	0	4	3.8	38.8	36.8	11.0	4.6	1.7	2.0	0.0	0.0	1.2	11	76.0	11	335		
NORWAY																					
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	46	0	0	0.0	34.8	30.4	17.4	15.2	2.2	0.0	0.0	0.0	0.0	15	58.3	26	36		
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	43.8	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
OSLO (GARDERMOEN)	SAS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	23	4		
TOTAL OSLO (GARDERMOEN)			64	0	0	0.0	37.5	37.5	12.5	10.9	1.6	0.0	0.0	0.0	0.0	12	57.5	26	40		
TOTAL NORWAY			64	0	0	0.0	37.5	37.5	12.5	10.9	1.6	0.0	0.0	0.0	0.0	12	57.5	26	40		
POLAND																					
GDANSK	RYANAIR	S	30	0	0	0.0	26.7	26.7	23.3	20.0	3.3	0.0	0.0	0.0	0.0	17	75.0	13	28		
TOTAL GDANSK			30	0	0	0.0	26.7	26.7	23.3	20.0	3.3	0.0	0.0	0.0	0.0	17	75.0	13	28		
KATOWICE	RYANAIR	S	16	0	0	6.3	18.8	31.3	25.0	6.3	12.5	0.0	0.0	0.0	0.0	20	77.8	13	18		
TOTAL KATOWICE			16	0	0	6.3	18.8	31.3	25.0	6.3	12.5	0.0	0.0	0.0	0.0	20	77.8	13	18		
KRAKOW	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	86.4	6	22		
KRAKOW	EASYJET UK LTD	S	20	0	0	5.0	60.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
KRAKOW	RYANAIR	S	44	0	0	2.3	34.1	36.4	13.6	11.4	2.3	0.0	0.0	0.0	0.0	12	71.9	16	32		
TOTAL KRAKOW			64	0	0	3.1	42.2	35.9	9.4	7.8	1.6	0.0	0.0	0.0	0.0	8	77.8	12	54		
POZNAN	RYANAIR	S	16	0	0	0.0	37.5	31.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	12	55.0	21	20		



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</b>	<b>18.8</b>	<b>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>55.0</b>	<b>21</b>	<b>20</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	38	0	0	23.7	34.2	28.9	5.3	7.9	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	22	28
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>34.2</b>	<b>28.9</b>	<b>5.3</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.6</b>	<b>22</b>	<b>28</b>
WROCLAW	RYANAIR	S	20	0	0	0.0	35.0	40.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	25	18
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>40.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>33.3</b>	<b>25</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>34.8</b>	<b>32.6</b>	<b>13.6</b>	<b>10.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.9</b>	<b>16</b>	<b>166</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	RYANAIR	S	20	0	0	10.0	30.0	40.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	12	77.8	7	18
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>40.0</b>	<b>5.0</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>12</b>	<b>77.8</b>	<b>7</b>	<b>18</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	18
LISBON	EASYJET UK LTD	S	20	0	0	0.0	50.0	25.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
LISBON	RYANAIR	S	16	0	0	0.0	6.3	12.5	25.0	50.0	6.3	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL LISBON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>19.4</b>	<b>16.7</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
OPORTO (PORTUGAL)	RYANAIR	S	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	11	66.7	28	18
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</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>11</b>	<b>66.7</b>	<b>28</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>31.6</b>	<b>30.3</b>	<b>11.8</b>	<b>18.4</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>18</b>	<b>75.9</b>	<b>14</b>	<b>54</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	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	80.0	28	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>4</b>	<b>80.0</b>	<b>28</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>4</b>	<b>80.0</b>	<b>28</b>	<b>10</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	3.2	21.0	43.5	21.0	8.1	3.2	0.0	0.0	0.0	0.0	0.0	14	82.3	8	62
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>21.0</b>	<b>43.5</b>	<b>21.0</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.3</b>	<b>8</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>21.0</b>	<b>43.5</b>	<b>21.0</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.3</b>	<b>8</b>	<b>62</b>
<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	10	87.5	6	16
<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>10</b>	<b>87.5</b>	<b>6</b>	<b>16</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>10</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18
ALICANTE	EASYJET UK LTD	S	18	0	0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
ALICANTE	JET2.COM LTD	S	20	0	0	20.0	20.0	55.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	5	22
ALICANTE	RYANAIR	S	46	0	0	0.0	56.5	23.9	10.9	8.7	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	36
<b>TOTAL ALICANTE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>47.6</b>	<b>29.8</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>0.0</b>	<b>5</b>	<b>90.8</b>	<b>4</b>	<b>76</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	RYANAIR	S	52	0	0	0.0	42.3	40.4	13.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	82.6	7	46
BARCELONA	VUELING AIRLINES	S	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	27	10
<b>TOTAL BARCELONA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>39.3</b>	<b>12.5</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>0.0</b>	<b>6</b>	<b>75.0</b>	<b>10</b>	<b>56</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18
BILBAO	EASYJET UK LTD	S	6	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL BILBAO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.3	23	47
MADRID	EASYJET UK LTD	S	52	0	0	5.8	40.4	36.5	5.8	5.8	5.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL MADRID</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>40.4</b>	<b>36.5</b>	<b>5.8</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.3</b>	<b>23</b>	<b>47</b>
MALAGA	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	6	4
MALAGA	RYANAIR	S	42	0	0	2.4	38.1	33.3	16.7	9.5	0.0	0.0	0.0	0.0	0.0	0.0	9	76.3	10	38
<b>TOTAL MALAGA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>38.1</b>	<b>33.3</b>	<b>16.7</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>9</b>	<b>78.6</b>	<b>9</b>	<b>42</b>
SANTANDER	RYANAIR	S	18	0	0	5.6	33.3	33.3	11.1	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	66.7	15	18
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>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>15</b>	<b>66.7</b>	<b>15</b>	<b>18</b>
SEVILLE	EASYJET UK LTD	S	18	0	0	0.0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
SEVILLE	RYANAIR	S	18	0	0	0.0	16.7	38.9	16.7	5.6	16.7	5.6	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL SEVILLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.6</b>	<b>38.9</b>	<b>16.7</b>	<b>2.8</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
VALENCIA	RYANAIR	S	28	0	0	3.6	35.7	53.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	73.1	11	26
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>53.6</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>6</b>	<b>73.1</b>	<b>11</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>41.3</b>	<b>36.0</b>	<b>10.2</b>	<b>4.7</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.5</b>	<b>11</b>	<b>283</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	26	0	0	0.0	42.3	34.6	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	6	24
ARRECIFE	RYANAIR	S	22	0	0	4.5	22.7	40.9	18.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	9	20
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	66.7	9	3
<b>TOTAL ARRECIFE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>34.5</b>	<b>36.2</b>	<b>17.2</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.0</b>	<b>7</b>	<b>47</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	55.6	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	18
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	27.8	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	19	18
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>41.7</b>	<b>30.6</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.4</b>	<b>12</b>	<b>36</b>
LAS PALMAS	JET2.COM LTD	S	18	0	0	5.6	61.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	16
LAS PALMAS	RYANAIR	S	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	9	18
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	4	60.0	37	5
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>47.7</b>	<b>40.9</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.1</b>	<b>10</b>	<b>39</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	15	28
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	27	0	0	3.7	29.6	33.3	18.5	14.8	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	JET2.COM LTD	S	32	0	0	9.4	46.9	28.1	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	89.3	4	28	
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	61.1	16	18	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	0.0	16.7	52.8	16.7	13.9	0.0	0.0	0.0	0.0	0.0	0.0	13	72.5	10	40	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	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	3	88.9	7	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>31.9</b>	<b>40.7</b>	<b>13.3</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>0.0</b>	<b>10</b>	<b>81.1</b>	<b>10</b>	<b>132</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>36.7</b>	<b>38.2</b>	<b>13.1</b>	<b>7.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.9</b>	<b>10</b>	<b>254</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	25.0	25.0	12.5	18.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	22.2	31	18	
STOCKHOLM (ARLANDA)	SAS	S	24	0	0	8.3	50.0	12.5	16.7	4.2	8.3	0.0	0.0	0.0	0.0	0.0	13	76.5	13	34	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>21.4</b>	<b>14.3</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.7</b>	<b>19</b>	<b>52</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	16	0	0	0.0	12.5	50.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>29.7</b>	<b>25.7</b>	<b>16.2</b>	<b>16.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.7</b>	<b>19</b>	<b>52</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	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	63.6	37	22	
BALE MULHOUSE	EASYJET UK LTD	S	20	0	0	5.0	30.0	30.0	15.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>30.0</b>	<b>15.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.6</b>	<b>37</b>	<b>22</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	6	108	
GENEVA	EASYJET UK LTD	S	122	0	0	1.6	42.6	30.3	13.1	9.0	1.6	1.6	0.0	0.0	0.0	0.0	12	0.0	0	0	
GENEVA	JET2.COM LTD	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	8	18	
GENEVA	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	23	50.0	16	8	
<b>TOTAL GENEVA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>42.5</b>	<b>32.2</b>	<b>12.3</b>	<b>7.5</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.1</b>	<b>7</b>	<b>134</b>	
ZURICH	EDELWEISS AIR	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	14	100.0	1	8	
<b>TOTAL ZURICH</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>14</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>40.2</b>	<b>32.2</b>	<b>13.2</b>	<b>9.2</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.5</b>	<b>11</b>	<b>164</b>	
<b>TURKEY</b>																					
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	44	0	0	2.3	25.0	31.8	18.2	20.5	2.3	0.0	0.0	0.0	0.0	0.0	16	61.4	19	44	
<b>TOTAL ISTANBUL ATATURK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>31.8</b>	<b>18.2</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>0.0</b>	<b>16</b>	<b>61.4</b>	<b>19</b>	<b>44</b>	
<b>TOTAL TURKEY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>31.8</b>	<b>18.2</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>0.0</b>	<b>16</b>	<b>61.4</b>	<b>19</b>	<b>44</b>	
<b>UNITED ARAB EMIRATES</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.9	15	44
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.9</b>	<b>15</b>	<b>44</b>
DUBAI	EMIRATES	S	50	0	0	4.0	28.0	38.0	26.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL DUBAI</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>28.0</b>	<b>38.0</b>	<b>26.0</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>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>28.0</b>	<b>38.0</b>	<b>26.0</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>0.0</b>	<b>10</b>	<b>65.9</b>	<b>15</b>	<b>44</b>
ABERDEEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	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>3</b>	<b>1</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	197	0	1	4.0	57.1	25.8	5.1	3.0	3.0	1.5	0.0	0.0	0.0	0.5	8	87.2	9	215
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>197</b>	<b>0</b>	<b>1</b>	<b>4.0</b>	<b>57.1</b>	<b>25.8</b>	<b>5.1</b>	<b>3.0</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>87.2</b>	<b>9</b>	<b>215</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.1	9	172
BELFAST INTERNATIONAL	EASYJET UK LTD	S	175	0	0	3.4	54.9	26.3	6.3	5.7	2.9	0.6	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>54.9</b>	<b>26.3</b>	<b>6.3</b>	<b>5.7</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.1</b>	<b>9</b>	<b>172</b>
BENBECULA	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	73.1	13	26
<b>TOTAL BENBECULA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.1</b>	<b>13</b>	<b>26</b>
BIRMINGHAM	FLYBE LTD	S	351	0	2	1.7	37.1	34.6	13.9	5.7	4.0	2.5	0.0	0.0	0.0	0.6	14	86.2	7	337
BIRMINGHAM	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<b>TOTAL BIRMINGHAM</b>			<b>351</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>37.1</b>	<b>34.6</b>	<b>13.9</b>	<b>5.7</b>	<b>4.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>86.3</b>	<b>7</b>	<b>339</b>
BRISTOL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.3	10	215
BRISTOL	EASYJET UK LTD	S	214	0	2	1.4	33.8	39.4	14.8	5.1	4.2	0.0	0.5	0.0	0.0	0.9	12	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>214</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>33.8</b>	<b>39.4</b>	<b>14.8</b>	<b>5.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>81.9</b>	<b>11</b>	<b>216</b>
CARDIFF WALES	FLYBE LTD	S	84	0	0	1.2	42.9	36.9	9.5	2.4	7.1	0.0	0.0	0.0	0.0	0.0	10	87.7	6	106
<b>TOTAL CARDIFF WALES</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>42.9</b>	<b>36.9</b>	<b>9.5</b>	<b>2.4</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>10</b>	<b>87.7</b>	<b>6</b>	<b>106</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	42	0	0	11.9	42.9	35.7	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>42.9</b>	<b>35.7</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	126	0	0	3.2	42.9	37.3	11.9	2.4	1.6	0.8	0.0	0.0	0.0	0.0	8	91.8	5	122
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>42.9</b>	<b>37.3</b>	<b>11.9</b>	<b>2.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.8</b>	<b>5</b>	<b>122</b>
EXETER	FLYBE LTD	S	48	0	0	2.1	41.7	33.3	12.5	2.1	4.2	4.2	0.0	0.0	0.0	0.0	15	81.5	14	54
<b>TOTAL EXETER</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>41.7</b>	<b>33.3</b>	<b>12.5</b>	<b>2.1</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>14</b>	<b>54</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	188	0	0	6.4	66.0	19.1	5.3	2.1	1.1	0.0	0.0	0.0	0.0	0.0	4	96.4	2	194
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	10	224
GATWICK	EASYJET UK LTD	S	225	0	0	4.0	40.9	33.8	10.2	9.8	1.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL GATWICK</b>			<b>413</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>52.3</b>	<b>27.1</b>	<b>8.0</b>	<b>6.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.3</b>	<b>6</b>	<b>418</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
GLASGOW	EASYJET UK LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
GLASGOW	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
HEATHROW	BRITISH AIRWAYS PLC	S	461	0	4	6.2	54.0	31.4	4.9	1.5	1.1	0.0	0.0	0.0	0.0	0.9	4	88.1	7	577
HEATHROW	FLYBE LTD	S	210	0	0	7.6	38.6	36.7	9.0	5.2	2.9	0.0	0.0	0.0	0.0	0.0	8	89.7	6	224
<b>TOTAL HEATHROW</b>			<b>671</b>	<b>0</b>	<b>4</b>	<b>6.7</b>	<b>49.2</b>	<b>33.0</b>	<b>6.2</b>	<b>2.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>88.5</b>	<b>6</b>	<b>801</b>
ISLE OF MAN	LOGANAIR LTD	S	18	0	0	27.8	44.4	11.1	0.0	5.6	5.6	5.6	0.0	0.0	0.0	0.0	15	87.5	6	16
<b>TOTAL ISLE OF MAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
KIRKWALL	LOGANAIR LTD	S	118	0	3	11.6	43.0	24.8	6.6	3.3	5.0	1.7	1.7	0.0	0.0	2.5	16	75.7	21	111
<b>TOTAL KIRKWALL</b>			<b>118</b>	<b>0</b>	<b>3</b>	<b>11.6</b>	<b>43.0</b>	<b>24.8</b>	<b>6.6</b>	<b>3.3</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>16</b>	<b>75.7</b>	<b>21</b>	<b>111</b>
LONDON CITY	BA CITYFLYER LTD	S	353	0	1	4.8	54.2	27.1	5.9	4.8	1.7	1.1	0.0	0.0	0.0	0.3	8	79.2	12	336
LONDON CITY	FLYBE LTD	S	208	0	4	6.1	42.9	35.4	7.5	3.3	1.4	1.4	0.0	0.0	0.0	1.9	8	85.8	6	200
<b>TOTAL LONDON CITY</b>			<b>561</b>	<b>0</b>	<b>5</b>	<b>5.3</b>	<b>50.0</b>	<b>30.2</b>	<b>6.5</b>	<b>4.2</b>	<b>1.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>81.7</b>	<b>10</b>	<b>536</b>
LUTON	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	76.5	13	196
LUTON	EASYJET UK LTD	S	191	0	0	8.9	44.0	24.1	13.6	6.8	2.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LUTON</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>44.0</b>	<b>24.1</b>	<b>13.6</b>	<b>6.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.5</b>	<b>13</b>	<b>196</b>
MANCHESTER	FLYBE LTD	S	156	0	2	1.9	37.3	40.5	12.0	3.2	2.5	1.3	0.0	0.0	0.0	1.3	10	83.9	9	180
<b>TOTAL MANCHESTER</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>37.3</b>	<b>40.5</b>	<b>12.0</b>	<b>3.2</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>83.9</b>	<b>9</b>	<b>180</b>
NORWICH	LOGANAIR LTD	S	95	0	0	6.3	60.0	21.1	6.3	4.2	0.0	1.1	1.1	0.0	0.0	0.0	8	83.0	8	88
<b>TOTAL NORWICH</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>60.0</b>	<b>21.1</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.0</b>	<b>8</b>	<b>88</b>
SOUTHAMPTON	FLYBE LTD	S	242	0	2	10.7	38.5	31.6	7.4	5.3	4.1	1.2	0.4	0.0	0.0	0.8	12	79.0	10	243
<b>TOTAL SOUTHAMPTON</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>38.5</b>	<b>31.6</b>	<b>7.4</b>	<b>5.3</b>	<b>4.1</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>79.0</b>	<b>10</b>	<b>243</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.9	13	232
STANSTED	EASYJET UK LTD	S	242	0	0	7.4	49.6	30.6	8.3	1.7	1.2	1.2	0.0	0.0	0.0	0.0	7	0.0	0	0
STANSTED	RYANAIR	S	288	0	0	4.9	54.2	30.9	6.3	2.8	1.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL STANSTED</b>			<b>530</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>52.1</b>	<b>30.8</b>	<b>7.2</b>	<b>2.3</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.9</b>	<b>13</b>	<b>232</b>
STORNOWAY	LOGANAIR LTD	S	57	0	10	4.5	25.4	31.3	9.0	7.5	7.5	0.0	0.0	0.0	0.0	14.9	15	83.3	10	58
<b>TOTAL STORNOWAY</b>			<b>57</b>	<b>0</b>	<b>10</b>	<b>4.5</b>	<b>25.4</b>	<b>31.3</b>	<b>9.0</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.9</b>	<b>15</b>	<b>83.3</b>	<b>10</b>	<b>58</b>
SUMBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	16	12

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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
SUMBURGH	LOGANAIR LTD	S	127	0	5	9.8	41.7	28.0	3.0	3.8	3.0	3.0	2.3	1.5	0.0	3.8	23	69.5	29	109
<b>TOTAL SUMBURGH</b>			<b>127</b>	<b>0</b>	<b>5</b>	<b>9.8</b>	<b>41.7</b>	<b>28.0</b>	<b>3.0</b>	<b>3.8</b>	<b>3.0</b>	<b>3.0</b>	<b>2.3</b>	<b>1.5</b>	<b>0.0</b>	<b>3.8</b>	<b>23</b>	<b>70.8</b>	<b>28</b>	<b>121</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	37	0	0	13.5	45.9	18.9	8.1	2.7	8.1	2.7	0.0	0.0	0.0	0.0	14	80.0	9	48
<b>TOTAL WICK JOHN O GROATS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>45.9</b>	<b>18.9</b>	<b>8.1</b>	<b>2.7</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>14</b>	<b>80.0</b>	<b>9</b>	<b>48</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4456</b>	<b>0</b>	<b>36</b>	<b>5.7</b>	<b>46.5</b>	<b>30.9</b>	<b>8.3</b>	<b>4.1</b>	<b>2.5</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>83.5</b>	<b>9</b>	<b>4300</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	DELTA AIRLINES	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	3	60.0	7	8
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>60.0</b>	<b>7</b>	<b>8</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	14.5	43.5	17.7	4.8	6.5	6.5	3.2	3.2	0.0	0.0	0.0	21	74.5	15	51
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>43.5</b>	<b>17.7</b>	<b>4.8</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.5</b>	<b>15</b>	<b>51</b>
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	45	0	2	38.3	23.4	14.9	6.4	6.4	6.4	0.0	0.0	0.0	0.0	4.3	11	81.5	17	27
<b>TOTAL NEWBURGH/USA</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>38.3</b>	<b>23.4</b>	<b>14.9</b>	<b>6.4</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>11</b>	<b>81.5</b>	<b>17</b>	<b>27</b>
PROVIDENCE	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	66.7	11	18
<b>TOTAL PROVIDENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>11</b>	<b>18</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	94.1	3	17
<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>94.1</b>	<b>3</b>	<b>17</b>
<b>TOTAL USA</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>23.9</b>	<b>35.0</b>	<b>18.8</b>	<b>5.1</b>	<b>6.0</b>	<b>6.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>76.4</b>	<b>13</b>	<b>121</b>
<b>TOTAL EDINBURGH</b>			<b>8227</b>	<b>0</b>	<b>51</b>	<b>5.5</b>	<b>42.8</b>	<b>32.7</b>	<b>9.7</b>	<b>5.4</b>	<b>2.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>80.6</b>	<b>10</b>	<b>7949</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	240	0.0	0	0	
<b>TOTAL ENONTEKIO</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>240</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>240</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	S	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	50.0	24	6	
CHAMBERY	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	8	100.0	2	8	
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.6</b>	<b>12</b>	<b>14</b>	
MONTPELLIER	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	41	1	
<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>0.0</b>	<b>41</b>	<b>1</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	116	0	0	5.2	37.9	37.1	6.9	6.0	5.2	1.7	0.0	0.0	0.0	0.0	13	76.6	19	46	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>37.9</b>	<b>37.1</b>	<b>6.9</b>	<b>6.0</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>13</b>	<b>76.6</b>	<b>19</b>	<b>46</b>	
<b>TOTAL FRANCE</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>36.4</b>	<b>39.4</b>	<b>7.6</b>	<b>5.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.8</b>	<b>17</b>	<b>61</b>	
<b>ICELAND</b>																					
AKUREYRI	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	2	2	
<b>TOTAL AKUREYRI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
<b>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>2</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	38	0	0	2.6	50.0	31.6	2.6	2.6	5.3	5.3	0.0	0.0	0.0	0.0	12	75.7	11	36	
<b>TOTAL DUBLIN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>50.0</b>	<b>31.6</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.7</b>	<b>11</b>	<b>36</b>	
SHANNON	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>48.7</b>	<b>33.3</b>	<b>2.6</b>	<b>2.6</b>	<b>5.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.7</b>	<b>11</b>	<b>36</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	96	0	2	4.1	46.9	32.7	5.1	3.1	5.1	1.0	0.0	0.0	0.0	2.0	10	69.8	17	62	
<b>TOTAL AMSTERDAM</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>46.9</b>	<b>32.7</b>	<b>5.1</b>	<b>3.1</b>	<b>5.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>69.8</b>	<b>17</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>46.9</b>	<b>32.7</b>	<b>5.1</b>	<b>3.1</b>	<b>5.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>69.8</b>	<b>17</b>	<b>62</b>	
<b>NORWAY</b>																					
BARDUFOSS	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL BARDUFOSS</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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>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>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE 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	57	100.0	5	2	
<b>TOTAL FARO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>SPAIN</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ALICANTE	FLYBE LTD	S	28	0	0	0.0	39.3	46.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	73.1	13	26	
<b>TOTAL ALICANTE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</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>7</b>	<b>73.1</b>	<b>13</b>	<b>26</b>	
MALAGA	FLYBE 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	6	83.3	8	18	
<b>TOTAL MALAGA</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>6</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>54.5</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.3</b>	<b>11</b>	<b>44</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	2	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	6	10	
<b>TOTAL LAS PALMAS</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>4</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	28	0	0	7.1	50.0	28.6	7.1	3.6	3.6	0.0	0.0	0.0	0.0	8	96.4	2	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>50.0</b>	<b>28.6</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>96.4</b>	<b>2</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>42.6</b>	<b>37.0</b>	<b>7.4</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.3</b>	<b>3</b>	<b>54</b>	
<b>SWITZERLAND</b>																				
GENEVA	FLYBE 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	16	75.0	9	8	
<b>TOTAL GENEVA</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>16</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</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>16</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	40	0	0	2.5	40.0	42.5	5.0	5.0	2.5	2.5	0.0	0.0	0.0	10	100.0	1	36	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>40.0</b>	<b>42.5</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>36</b>	
EDINBURGH	FLYBE LTD	S	48	0	0	6.3	37.5	41.7	6.3	0.0	4.2	4.2	0.0	0.0	0.0	13	87.0	13	54	
<b>TOTAL EDINBURGH</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>41.7</b>	<b>6.3</b>	<b>0.0</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.0</b>	<b>13</b>	<b>54</b>	
GLASGOW	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	100.0	0	1	
GLASGOW	FLYBE LTD	S	32	0	0	6.3	50.0	21.9	12.5	3.1	6.3	0.0	0.0	0.0	0.0	11	72.2	16	36	
<b>TOTAL GLASGOW</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>21.9</b>	<b>12.5</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.0</b>	<b>15</b>	<b>37</b>	
GUERNSEY	FLYBE LTD	S	47	0	0	6.4	31.9	38.3	10.6	6.4	4.3	2.1	0.0	0.0	0.0	14	80.4	12	51	
<b>TOTAL GUERNSEY</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>31.9</b>	<b>38.3</b>	<b>10.6</b>	<b>6.4</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.4</b>	<b>12</b>	<b>51</b>	
JERSEY	FLYBE LTD	S	47	1	0	4.2	41.7	33.3	12.5	6.3	0.0	0.0	0.0	2.1	0.0	6	83.0	9	53	
<b>TOTAL JERSEY</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>4.2</b>	<b>41.7</b>	<b>33.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>6</b>	<b>83.0</b>	<b>9</b>	<b>53</b>	
LONDON CITY	FLYBE LTD	S	51	0	0	9.8	49.0	25.5	7.8	5.9	2.0	0.0	0.0	0.0	0.0	8	83.6	15	61	
<b>TOTAL LONDON CITY</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>49.0</b>	<b>25.5</b>	<b>7.8</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.6</b>	<b>15</b>	<b>61</b>	
MANCHESTER	FLYBE LTD	S	168	0	2	8.8	36.5	38.8	4.1	7.6	1.2	1.8	0.0	0.0	1.2	9	86.4	7	161	
MANCHESTER	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	
<b>TOTAL MANCHESTER</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>36.5</b>	<b>38.8</b>	<b>4.1</b>	<b>7.6</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>85.9</b>	<b>7</b>	<b>162</b>	



Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	25	1
NEWCASTLE	FLYBE LTD	S	36	0	0	11.1	50.0	25.0	2.8	8.3	2.8	0.0	0.0	0.0	0.0	0.0	7	89.5	5	38
<b>TOTAL NEWCASTLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>25.0</b>	<b>2.8</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>7</b>	<b>87.2</b>	<b>5</b>	<b>39</b>
NORWICH	FLYBE LTD	S	37	0	1	2.6	36.8	34.2	13.2	2.6	2.6	2.6	2.6	0.0	0.0	2.6	18	77.8	19	36
<b>TOTAL NORWICH</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>36.8</b>	<b>34.2</b>	<b>13.2</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>18</b>	<b>77.8</b>	<b>19</b>	<b>36</b>
SOUTHEND	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	113	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>113</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>507</b>	<b>1</b>	<b>3</b>	<b>7.0</b>	<b>39.9</b>	<b>35.0</b>	<b>7.2</b>	<b>5.7</b>	<b>2.5</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.6</b>	<b>10</b>	<b>84.5</b>	<b>10</b>	<b>529</b>
<b>TOTAL EXETER</b>			<b>887</b>	<b>1</b>	<b>5</b>	<b>5.6</b>	<b>40.0</b>	<b>36.2</b>	<b>7.3</b>	<b>5.3</b>	<b>3.1</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.6</b>	<b>11</b>	<b>82.7</b>	<b>11</b>	<b>798</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>ALBANIA</b>																				
TIRANA	BRITISH AIRWAYS PLC	S	66	0	0	18.2	53.0	22.7	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.9	6	62
TIRANA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	2
<b>TOTAL TIRANA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>52.2</b>	<b>23.9</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.3</b>	<b>7</b>	<b>64</b>
<b>TOTAL ALBANIA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>52.2</b>	<b>23.9</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>81.3</b>	<b>7</b>	<b>64</b>
<b>ALGERIA</b>																				
ALGIERS	BRITISH AIRWAYS PLC	S	44	0	0	2.3	40.9	38.6	6.8	9.1	0.0	0.0	2.3	0.0	0.0	0.0	12	76.1	9	46
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>40.9</b>	<b>38.6</b>	<b>6.8</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>0.0</b>	<b>12</b>	<b>76.1</b>	<b>9</b>	<b>46</b>
<b>TOTAL ALGERIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>40.9</b>	<b>38.6</b>	<b>6.8</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>0.0</b>	<b>12</b>	<b>76.1</b>	<b>9</b>	<b>46</b>
<b>ANTIGUA AND BARBUDA</b>																				
ANTIGUA	BRITISH AIRWAYS PLC	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	3	60.0	41	10
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	1	0.0	36.1	38.9	13.9	5.6	0.0	0.0	0.0	2.8	0.0	2.8	48	91.2	5	34
<b>TOTAL ANTIGUA</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>37.0</b>	<b>41.3</b>	<b>10.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>38</b>	<b>84.1</b>	<b>13</b>	<b>44</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>37.0</b>	<b>41.3</b>	<b>10.9</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>38</b>	<b>84.1</b>	<b>13</b>	<b>44</b>
<b>ARGENTINA</b>																				
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	62	0	0	11.3	43.5	21.0	12.9	8.1	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>43.5</b>	<b>21.0</b>	<b>12.9</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>43.5</b>	<b>21.0</b>	<b>12.9</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>																				
INNSBRUCK	AUSTRIAN AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	26	8
INNSBRUCK	AUSTRIAN AIRLINES	S	0	0	0	0.0	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
INNSBRUCK	BRITISH AIRWAYS PLC	S	40	0	1	4.9	24.4	51.2	9.8	2.4	2.4	2.4	0.0	0.0	0.0	2.4	13	88.4	5	43
INNSBRUCK	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	85.1	14	147
INNSBRUCK	EASYJET UK LTD	S	145	0	2	7.5	40.8	23.8	10.9	7.5	5.4	0.7	2.0	0.0	0.0	1.4	17	0.0	0	0
INNSBRUCK	THOMAS COOK AIRLINES LTD	C	11	0	0	9.1	9.1	45.5	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
INNSBRUCK	THOMAS COOK AIRLINES LTD	S	20	0	1	4.8	4.8	38.1	14.3	23.8	4.8	0.0	0.0	4.8	0.0	4.8	44	64.7	39	34
INNSBRUCK	TUI AIRWAYS LTD	C	14	0	1	0.0	26.7	20.0	20.0	6.7	6.7	6.7	0.0	6.7	0.0	6.7	56	68.8	37	16
<b>TOTAL INNSBRUCK</b>			<b>231</b>	<b>0</b>	<b>5</b>	<b>6.4</b>	<b>32.2</b>	<b>30.9</b>	<b>11.9</b>	<b>8.1</b>	<b>5.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>2.1</b>	<b>21</b>	<b>81.8</b>	<b>17</b>	<b>252</b>
KLAGENFURT	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	3	8
KLAGENFURT	EASYJET UK LTD	S	18	0	0	22.2	55.6	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL KLAGENFURT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>3</b>	<b>8</b>
LINZ	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	98	0.0	0	0
<b>TOTAL LINZ</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SALZBURG	BRITISH AIRWAYS PLC	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	4	100.0	0	8
SALZBURG	BRITISH AIRWAYS PLC	S	80	0	0	7.5	47.5	28.8	6.3	5.0	3.8	0.0	1.3	0.0	0.0	0.0	11	96.5	2	86

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
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>SALZBURG</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	95.5	3	44
<b>SALZBURG</b>	EASYJET UK LTD	S	36	0	0	5.6	44.4	33.3	2.8	2.8	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>SALZBURG</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	75.0	10	8
<b>SALZBURG</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	31.3	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	37	93.8	3	16
<b>TOTAL SALZBURG</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>45.0</b>	<b>30.7</b>	<b>6.4</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>95.1</b>	<b>3</b>	<b>162</b>
<b>VIENNA</b>	ANISEC LUFTFAHT T/AS LEVEL	S	58	0	0	5.2	44.8	39.7	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>VIENNA</b>	BRITISH AIRWAYS PLC	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	20	86.8	6	38
<b>VIENNA</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	88.2	6	76
<b>VIENNA</b>	EASYJET UK LTD	S	74	0	0	0.0	35.1	35.1	16.2	12.2	1.4	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL VIENNA</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>38.4</b>	<b>37.0</b>	<b>10.9</b>	<b>9.4</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>10</b>	<b>87.7</b>	<b>6</b>	<b>114</b>
<b>TOTAL AUSTRIA</b>			<b>530</b>	<b>0</b>	<b>5</b>	<b>5.6</b>	<b>37.9</b>	<b>31.8</b>	<b>9.7</b>	<b>7.5</b>	<b>4.3</b>	<b>0.6</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>87.2</b>	<b>10</b>	<b>536</b>
<b>BARBADOS</b>																				
<b>BRIDGETOWN</b>	BRITISH AIRWAYS PLC	S	106	0	0	0.9	41.5	32.1	13.2	6.6	3.8	0.9	0.9	0.0	0.0	0.0	14	73.6	21	106
<b>BRIDGETOWN</b>	THOMAS COOK AIRLINES LTD	C	20	0	0	0.0	15.0	40.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	40.0	40	20
<b>BRIDGETOWN</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	25.0	12.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	59	50.0	17	8
<b>BRIDGETOWN</b>	TUI AIRWAYS LTD	C	39	0	1	5.0	5.0	52.5	20.0	7.5	2.5	2.5	0.0	2.5	0.0	2.5	64	64.5	17	31
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	6	0	0	0.0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	3.3	27.9	34.4	18.0	8.2	6.6	0.0	1.6	0.0	0.0	0.0	19	77.4	10	62
<b>TOTAL BRIDGETOWN</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>27.8</b>	<b>36.1</b>	<b>16.2</b>	<b>10.0</b>	<b>4.6</b>	<b>1.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>26</b>	<b>69.6</b>	<b>19</b>	<b>227</b>
<b>TOTAL BARBADOS</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>27.8</b>	<b>36.1</b>	<b>16.2</b>	<b>10.0</b>	<b>4.6</b>	<b>1.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>26</b>	<b>69.6</b>	<b>19</b>	<b>227</b>
<b>BELARUS</b>																				
<b>MINSK INT'L</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	26	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	57.7	16	26
<b>TOTAL MINSK INT'L</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>53.8</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>0.0</b>	<b>8</b>	<b>57.7</b>	<b>16</b>	<b>26</b>
<b>TOTAL BELARUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>53.8</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>0.0</b>	<b>8</b>	<b>57.7</b>	<b>16</b>	<b>26</b>
<b>BELGIUM</b>																				
<b>BRUSSELS</b>	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>BRUSSELS</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	0.0	160	1
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>81</b>	<b>2</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>50.0</b>	<b>81</b>	<b>2</b>
<b>BERMUDA</b>																				
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	45	0	0	4.4	53.3	31.1	6.7	4.4	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	22	42
<b>TOTAL BERMUDA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>53.3</b>	<b>31.1</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>22</b>	<b>42</b>
<b>TOTAL BERMUDA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>53.3</b>	<b>31.1</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>22</b>	<b>42</b>
<b>BRAZIL</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
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	
MANAUS-EDUARDO GOMES	THOMAS COOK AIRLINES 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	82	0.0	0	0	
<b>TOTAL MANAUS-EDUARDO GOMES</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>82</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRAZIL</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>82</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.0	5	82	
SOFIA	EASYJET UK LTD	S	82	0	0	11.0	51.2	28.0	3.7	3.7	2.4	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
SOFIA	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	37.5	100	8	
SOFIA	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
SOFIA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
SOFIA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	50.0	16	8	
<b>TOTAL SOFIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.9</b>	<b>28.6</b>	<b>7.1</b>	<b>4.1</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>8</b>	<b>81.0</b>	<b>14</b>	<b>99</b>	
<b>TOTAL BULGARIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.9</b>	<b>28.6</b>	<b>7.1</b>	<b>4.1</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>8</b>	<b>81.0</b>	<b>14</b>	<b>99</b>	
<b>CANADA</b>																					
CALGARY	WEST JET AIRLINES	S	26	0	0	15.4	11.5	42.3	7.7	0.0	0.0	7.7	15.4	0.0	0.0	0.0	67	48.3	52	28	
<b>TOTAL CALGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>11.5</b>	<b>42.3</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>48.3</b>	<b>52</b>	<b>28</b>	
HALIFAX INT	FAI FLIGHT- AMBULANCE SERVICE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL HALIFAX INT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
ST JOHNS	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1	
<b>TOTAL ST JOHNS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>	
TORONTO	AIR TRANSAT	S	62	0	0	4.8	16.1	30.6	11.3	8.1	4.8	8.1	16.1	0.0	0.0	0.0	61	56.5	39	62	
TORONTO	WEST JET AIRLINES	S	62	0	0	11.3	9.7	41.9	16.1	1.6	8.1	6.5	4.8	0.0	0.0	0.0	34	64.5	27	62	
<b>TOTAL TORONTO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>12.9</b>	<b>36.3</b>	<b>13.7</b>	<b>4.8</b>	<b>6.5</b>	<b>7.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>60.5</b>	<b>33</b>	<b>124</b>	
VANCOUVER	AIR TRANSAT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
<b>TOTAL VANCOUVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
<b>TOTAL CANADA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>12.7</b>	<b>37.3</b>	<b>12.7</b>	<b>4.0</b>	<b>5.3</b>	<b>7.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>59.1</b>	<b>35</b>	<b>158</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	36	0	0	2.8	30.6	50.0	5.6	8.3	2.8	0.0	0.0	0.0	0.0	0.0	9	76.9	9	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>30.6</b>	<b>50.0</b>	<b>5.6</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>9</b>	<b>76.9</b>	<b>9</b>	<b>26</b>	
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	10	0	0	30.0	10.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	10	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	36	0	0	0.0	19.4	50.0	13.9	8.3	2.8	2.8	2.8	0.0	0.0	0.0	22	73.0	11	37	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>17.4</b>	<b>45.7</b>	<b>17.4</b>	<b>6.5</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.7</b>	<b>8</b>	<b>47</b>	
<b>TOTAL CAPE VERDE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>23.2</b>	<b>47.6</b>	<b>12.2</b>	<b>7.3</b>	<b>2.4</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.1</b>	<b>9</b>	<b>73</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>																					
CHENGDU	AIR CHINA	S	22	0	0	0.0	27.3	68.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL CHENGDU</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>68.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	26	0	0	30.8	46.2	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>46.2</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIANJIN	TIANJIN AIRLINES	S	0	0	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	18	
<b>TOTAL TIANJIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>18</b>	
<b>TOTAL CHINA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>37.5</b>	<b>41.7</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>0.0</b>	<b>3</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
<b>COSTA RICA</b>																					
LIBERIA	TUI AIRWAYS LTD	C	9	0	0	22.2	0.0	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	15	9	
<b>TOTAL LIBERIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>15</b>	<b>9</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	27	0	0	3.7	22.2	33.3	7.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	32	84.6	8	26	
<b>TOTAL SAN JOSE COST RICA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>33.3</b>	<b>7.4</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
<b>TOTAL COSTA RICA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>27.8</b>	<b>13.9</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>80.0</b>	<b>9</b>	<b>35</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	6	0	0	16.7	33.3	16.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	20	100.0	0	6	
<b>TOTAL DUBROVNIK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>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>20</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>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>20</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
<b>CUBA</b>																					
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	11.1	11.1	33.3	16.7	16.7	5.6	5.6	0.0	0.0	0.0	0.0	22	84.6	5	26	
<b>TOTAL HAVANA</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>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>22</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	10.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	27	40.0	100	10	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</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>27</b>	<b>40.0</b>	<b>100</b>	<b>10</b>	
VARADERO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	8	
<b>TOTAL VARADERO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>8</b>	
<b>TOTAL CUBA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.3</b>	<b>25.0</b>	<b>25.0</b>	<b>14.3</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.2</b>	<b>29</b>	<b>44</b>	
<b>CYPRUS</b>																					
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	79.6	9	54	
LARNACA	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	67.5	17	40	
LARNACA	EASYJET UK LTD	S	38	0	0	5.3	23.7	47.4	10.5	7.9	5.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>23.7</b>	<b>47.4</b>	<b>10.5</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.5</b>	<b>12</b>	<b>94</b>	
PAPHOS	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	14	10	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	36	
PAPHOS	EASYJET UK LTD	S	34	0	0	11.8	38.2	41.2	2.9	0.0	2.9	0.0	2.9	0.0	0.0	0.0	13	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	22.2	27.8	38.9	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	89.5	5	19	
<b>TOTAL PAPHOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>40.4</b>	<b>1.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.8</b>	<b>5</b>	<b>65</b>	
<b>TOTAL CYPRUS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>30.0</b>	<b>43.3</b>	<b>5.6</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.1</b>	<b>9</b>	<b>159</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	ABS JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
PRAGUE	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	84.3	8	108	
PRAGUE	EASYJET UK LTD	S	108	0	0	2.8	31.5	37.0	14.8	6.5	5.6	1.9	0.0	0.0	0.0	0.0	17	0.0	0	0	
PRAGUE	SMARTWINGS	S	28	0	0	7.1	28.6	32.1	17.9	7.1	3.6	3.6	0.0	0.0	0.0	0.0	17	85.0	5	20	
<b>TOTAL PRAGUE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.9</b>	<b>36.0</b>	<b>15.4</b>	<b>6.6</b>	<b>5.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.8</b>	<b>8</b>	<b>129</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>30.9</b>	<b>36.0</b>	<b>15.4</b>	<b>6.6</b>	<b>5.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.8</b>	<b>8</b>	<b>129</b>	
<b>DENMARK</b>																					
AALBORG	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	26	
<b>TOTAL AALBORG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
AARHUS (TIRSTRUP)	EASYJET UK LTD	S	16	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 AARHUS (TIRSTRUP)</b>			<b>16</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>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.1	5	161	
COPENHAGEN	EASYJET UK LTD	S	146	0	0	16.4	41.8	32.9	4.8	2.1	2.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	308	0	1	7.4	50.5	21.4	10.0	7.8	2.3	0.3	0.0	0.0	0.0	0.3	9	82.4	10	329	
<b>TOTAL COPENHAGEN</b>			<b>454</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>47.7</b>	<b>25.1</b>	<b>8.4</b>	<b>5.9</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>84.9</b>	<b>8</b>	<b>490</b>	
<b>TOTAL DENMARK</b>			<b>470</b>	<b>0</b>	<b>1</b>	<b>10.8</b>	<b>47.8</b>	<b>25.1</b>	<b>8.1</b>	<b>5.7</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>85.3</b>	<b>8</b>	<b>516</b>	
<b>DOMINICAN REPUBLIC</b>																					
LA ROMANA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	48	9	
<b>TOTAL LA ROMANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>48</b>	<b>9</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	80.0	16	10	
<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>80.0</b>	<b>16</b>	<b>10</b>	
PUNTA CANA	BRITISH AIRWAYS PLC	S	27	0	0	14.8	55.6	22.2	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	113	27	
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	61.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	70.6	18	17	
<b>TOTAL PUNTA CANA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>40.0</b>	<b>37.8</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>0.0</b>	<b>6</b>	<b>68.2</b>	<b>76</b>	<b>44</b>	
<b>TOTAL DOMINICAN</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>40.0</b>	<b>37.8</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>0.0</b>	<b>6</b>	<b>71.4</b>	<b>63</b>	<b>63</b>	
<b>EGYPT</b>																					
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	9	22	
HURGHADA	EASYJET UK LTD	S	28	0	1	10.3	20.7	48.3	3.4	6.9	3.4	3.4	0.0	0.0	0.0	3.4	16	0.0	0	0	
HURGHADA	THOMAS COOK AIRLINES LTD	S	30	0	0	3.3	36.7	33.3	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	82.1	9	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HURGHADA	TUI AIRWAYS LTD	S	20	0	0	0.0	15.0	40.0	20.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	17	83.3	6	18	
<b>TOTAL HURGHADA</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>25.3</b>	<b>40.5</b>	<b>12.7</b>	<b>11.4</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>81.2</b>	<b>8</b>	<b>68</b>	
MARSA ALAM	THOMAS COOK AIRLINES 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	13	75.0	4	7	
MARSA ALAM	TUI AIRWAYS LTD	S	12	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	10	
<b>TOTAL MARSA ALAM</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>36.4</b>	<b>36.4</b>	<b>0.0</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>7</b>	<b>83.3</b>	<b>4</b>	<b>17</b>	
<b>TOTAL EGYPT</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>27.7</b>	<b>39.6</b>	<b>9.9</b>	<b>9.9</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>81.6</b>	<b>7</b>	<b>85</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	16	0	0	0.0	50.0	31.3	6.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	30	0.0	0	0	
TALLIN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	20	
TALLIN	EASYJET UK LTD	S	22	0	0	13.6	72.7	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL TALLIN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>63.2</b>	<b>13.2</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
<b>TOTAL ESTONIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>63.2</b>	<b>13.2</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	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	9	66.7	14	6	
<b>TOTAL ENONTEKIO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>14</b>	<b>6</b>	
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	124	0	0	5.6	39.5	30.6	11.3	8.1	3.2	1.6	0.0	0.0	0.0	0.0	13	54.4	26	114	
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>39.5</b>	<b>30.6</b>	<b>11.3</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>54.4</b>	<b>26</b>	<b>114</b>	
IVALO	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	100.0	5	1	
IVALO	EASYJET 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	
IVALO	FINNAIR	S	18	0	0	5.6	22.2	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	111	16	
<b>TOTAL IVALO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>21.1</b>	<b>47.4</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.7</b>	<b>105</b>	<b>17</b>	
KITTILA	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	37.5	36	8	
KITTILA	EASYJET UK LTD	C	7	0	0	14.3	14.3	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
KITTILA	EASYJET UK LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KITTILA	FINNAIR	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	1	80.0	15	10	
KITTILA	TUI AIRWAYS LTD	C	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	12	77.8	12	9	
<b>TOTAL KITTILA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>24.0</b>	<b>32.0</b>	<b>12.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>20</b>	<b>27</b>	
KUUSAMO	TUI AIRWAYS LTD	C	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	13	9	
<b>TOTAL KUUSAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>13</b>	<b>9</b>	
ROVANIEMI	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
ROVANIEMI	EASYJET UK LTD	S	17	0	3	15.0	45.0	10.0	5.0	0.0	5.0	0.0	0.0	5.0	0.0	15.0	37	0.0	0	0	
ROVANIEMI	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	30.8	46.2	19.2	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	28	
ROVANIEMI	THOMAS COOK AIRLINES 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	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 ROVANIEMI</b>			<b>44</b>	<b>0</b>	<b>3</b>	<b>25.5</b>	<b>44.7</b>	<b>14.9</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>6.4</b>	<b>16</b>	<b>96.6</b>	<b>1</b>	<b>29</b>
<b>TOTAL FINLAND</b>			<b>225</b>	<b>0</b>	<b>3</b>	<b>12.3</b>	<b>37.3</b>	<b>29.8</b>	<b>9.2</b>	<b>6.1</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>64.9</b>	<b>27</b>	<b>202</b>
<b>FRANCE</b>																				
<b>BORDEAUX</b>	BRITISH AIRWAYS PLC	S	58	0	0	19.0	55.2	20.7	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.6	3	68
<b>BORDEAUX</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	94.2	3	52
<b>BORDEAUX</b>	EASYJET UK LTD	S	50	0	0	6.0	48.0	32.0	6.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BORDEAUX</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>51.9</b>	<b>25.9</b>	<b>5.6</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>95.0</b>	<b>3</b>	<b>120</b>
<b>CHAMBERY</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	100.0	9	1
<b>CHAMBERY</b>	TITAN AIRWAYS LTD	C	30	0	0	10.0	23.3	46.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	14	80.8	13	26
<b>CHAMBERY</b>	TUI AIRWAYS LTD	C	39	0	0	2.6	41.0	25.6	7.7	12.8	5.1	2.6	2.6	0.0	0.0	0.0	22	75.0	21	40
<b>TOTAL CHAMBERY</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>33.3</b>	<b>34.8</b>	<b>7.2</b>	<b>10.1</b>	<b>5.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.6</b>	<b>18</b>	<b>67</b>
<b>GRENOBLE</b>	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	10
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	C	48	0	0	14.6	43.8	27.1	8.3	2.1	2.1	0.0	2.1	0.0	0.0	0.0	10	87.1	50	31
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	S	24	0	0	4.2	50.0	29.2	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	9	88.2	3	16
<b>GRENOBLE</b>	CHAIR 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>GRENOBLE</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	89.5	7	38
<b>GRENOBLE</b>	EASYJET UK LTD	S	34	0	0	20.6	35.3	26.5	5.9	2.9	2.9	2.9	0.0	2.9	0.0	0.0	24	0.0	0	0
<b>GRENOBLE</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	34	16
<b>GRENOBLE</b>	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	12.5	25.0	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	76.2	13	42
<b>GRENOBLE</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	10.0	20.0	20.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	30	66.7	29	15
<b>GRENOBLE</b>	THOMAS COOK AIRLINES LTD	S	11	0	0	0.0	18.2	54.5	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	32	8
<b>GRENOBLE</b>	TITAN AIRWAYS LTD	C	16	0	0	12.5	56.3	12.5	0.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	18	62.5	22	8
<b>GRENOBLE</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	70.0	14	10
<b>TOTAL GRENOBLE</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>39.0</b>	<b>27.0</b>	<b>9.4</b>	<b>5.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.0</b>	<b>22</b>	<b>195</b>
<b>LYON</b>	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	16
<b>LYON</b>	BRITISH AIRWAYS PLC	C	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>LYON</b>	BRITISH AIRWAYS PLC	S	16	0	0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>LYON</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	75.0	12	128
<b>LYON</b>	EASYJET UK LTD	S	126	0	0	9.5	44.4	29.4	6.3	4.8	3.2	0.0	2.4	0.0	0.0	0.0	13	0.0	0	0
<b>LYON</b>	NORWEGIAN AIR INTERNATIONAL	C	8	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	87.5	8	8
<b>LYON</b>	TUI AIRWAYS LTD	C	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	1	0.0	192	2
<b>TOTAL LYON</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>46.4</b>	<b>28.9</b>	<b>5.4</b>	<b>4.2</b>	<b>3.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.0</b>	<b>14</b>	<b>154</b>
<b>MARSEILLE</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	80.0	8	50



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MARSEILLE	EASYJET UK LTD	S	46	0	0	4.3	39.1	30.4	15.2	6.5	4.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.1</b>	<b>30.4</b>	<b>15.2</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>8</b>	<b>50</b>	
MONTPELLIER	AIR ARABIA 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	12	1	
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.7	5	54	
MONTPELLIER	EASYJET UK LTD	S	46	0	0	8.7	34.8	37.0	6.5	10.9	2.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>34.8</b>	<b>37.0</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>10</b>	<b>90.9</b>	<b>5</b>	<b>55</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	5	76	
NANTES	EASYJET UK LTD	S	78	0	0	11.5	50.0	23.1	6.4	7.7	1.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL NANTES</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.0</b>	<b>23.1</b>	<b>6.4</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>0.0</b>	<b>7</b>	<b>88.2</b>	<b>5</b>	<b>76</b>	
NICE	BRITISH AIRWAYS PLC	S	72	0	0	5.6	50.0	33.3	4.2	1.4	5.6	0.0	0.0	0.0	0.0	0.0	8	94.1	2	68	
NICE	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	84.5	7	148	
NICE	EASYJET UK LTD	S	134	0	0	9.7	38.8	29.9	11.2	3.0	6.0	1.5	0.0	0.0	0.0	0.0	13	0.0	0	0	
NICE	VISTAJET LTD MALTA	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 NICE</b>			<b>207</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>42.5</b>	<b>30.9</b>	<b>8.7</b>	<b>2.4</b>	<b>5.8</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>87.5</b>	<b>5</b>	<b>216</b>	
PARIS (CHARLES DE GAULLE)	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	89.5	6	124	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	140	0	0	12.1	40.0	33.6	9.3	2.1	2.1	0.7	0.0	0.0	0.0	0.0	7	0.0	0	0	
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	122	0	0	0.8	27.0	34.4	13.9	10.7	13.1	0.0	0.0	0.0	0.0	0.0	20	83.0	8	100	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>262</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>34.0</b>	<b>34.0</b>	<b>11.5</b>	<b>6.1</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>13</b>	<b>86.2</b>	<b>7</b>	<b>224</b>	
RENNES	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	81	6	
<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>83.3</b>	<b>81</b>	<b>6</b>	
TOULOUSE (BLAGNAC)	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	84.7	9	124	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	122	0	0	8.2	49.2	28.7	3.3	7.4	3.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>46.9</b>	<b>30.8</b>	<b>3.1</b>	<b>6.9</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.6</b>	<b>8</b>	<b>132</b>	
<b>TOTAL FRANCE</b>			<b>1271</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>41.6</b>	<b>30.3</b>	<b>8.0</b>	<b>5.2</b>	<b>4.6</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.2</b>	<b>10</b>	<b>1295</b>	
<b>GAMBIA</b>																					
BANJUL	THOMAS COOK AIRLINES LTD	S	36	0	0	0.0	5.6	52.8	11.1	8.3	13.9	5.6	0.0	2.8	0.0	0.0	41	66.7	19	36	
BANJUL	TITAN AIRWAYS LTD	C	19	0	0	15.8	47.4	21.1	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	8	72.2	16	18	
<b>TOTAL BANJUL</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>20.0</b>	<b>41.8</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>68.5</b>	<b>18</b>	<b>54</b>	
<b>TOTAL GAMBIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>20.0</b>	<b>41.8</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>68.5</b>	<b>18</b>	<b>54</b>	
<b>GEORGIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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	
TBILISI	GEORGIAN AIRWAYS	S	22	0	4	26.9	46.2	7.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	15.4	4	77.8	9	18	
<b>TOTAL TBILISI</b>			<b>22</b>	<b>0</b>	<b>4</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</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>0.0</b>	<b>15.4</b>	<b>4</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>TOTAL GEORGIA</b>			<b>22</b>	<b>0</b>	<b>4</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</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>0.0</b>	<b>15.4</b>	<b>4</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	EASYJET UK LTD	S	162	0	0	8.6	35.2	38.3	11.1	4.9	1.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>35.2</b>	<b>38.3</b>	<b>11.1</b>	<b>4.9</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>0.0</b>	<b>0</b>	<b>0</b>	
BERLIN BRANDENBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	203	
BERLIN BRANDENBURG	EASYJET UK 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	9	0.0	0	0	
BERLIN BRANDENBURG	EASYJET UK LTD	S	84	0	0	9.5	35.7	29.8	9.5	10.7	2.4	0.0	2.4	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>34.9</b>	<b>31.4</b>	<b>9.3</b>	<b>10.5</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.8</b>	<b>8</b>	<b>203</b>	
COLOGNE BONN	BRITISH AIRWAYS PLC	S	34	0	0	0.0	79.4	8.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>79.4</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN	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 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>	
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	C	24	0	0	20.8	50.0	20.8	4.2	0.0	0.0	0.0	4.2	0.0	0.0	0.0	14	80.0	5	10	
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	S	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
FRIEDRICHSHAFEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16	
FRIEDRICHSHAFEN	EASYJET UK LTD	S	26	0	0	15.4	53.8	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
FRIEDRICHSHAFEN	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	71.4	14	7	
FRIEDRICHSHAFEN	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	30	0.0	0	0	
FRIEDRICHSHAFEN	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 FRIEDRICHSHAFEN</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>52.5</b>	<b>20.3</b>	<b>5.1</b>	<b>0.0</b>	<b>3.4</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>90.7</b>	<b>4</b>	<b>43</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.1	19	66	
HAMBURG	EASYJET UK LTD	S	66	0	0	1.5	28.8	48.5	9.1	9.1	3.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>28.8</b>	<b>48.5</b>	<b>9.1</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>56.1</b>	<b>19</b>	<b>66</b>	
MUNICH	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	101	1	
MUNICH	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	85.7	6	126	
MUNICH	EASYJET UK LTD	S	122	0	0	4.9	38.5	31.1	13.1	9.8	2.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
MUNICH	GERMANIA FLUGGESELLSCHAFT	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	69	0.0	0	0	
MUNICH	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	1	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>37.9</b>	<b>31.5</b>	<b>12.9</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.0</b>	<b>7</b>	<b>127</b>	
NUREMBERG	BRITISH AIRWAYS PLC	S	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 NUREMBERG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
STUTTGART	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	13	60
STUTTGART	EASYJET UK LTD	S	42	0	0	4.8	38.1	31.0	9.5	7.1	7.1	2.4	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL STUTTGART</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>31.0</b>	<b>9.5</b>	<b>7.1</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>13</b>	<b>60</b>	
<b>TOTAL GERMANY</b>			<b>579</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.9</b>	<b>32.8</b>	<b>9.8</b>	<b>6.9</b>	<b>2.8</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>80.5</b>	<b>9</b>	<b>508</b>
<b>GHANA</b>																				
ACCRA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL ACCRA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GHANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	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	85.0	13	40
GIBRALTAR	EASYJET UK LTD	S	40	0	0	10.0	52.5	25.0	5.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL GIBRALTAR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>52.5</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>13</b>	<b>40</b>
<b>TOTAL GIBRALTAR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>52.5</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>13</b>	<b>40</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	30	0	0	0.0	33.3	40.0	6.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	20	57.1	16	28
ATHENS	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	82.0	13	50
ATHENS	EASYJET UK LTD	S	52	0	0	5.8	36.5	38.5	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL ATHENS</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>35.4</b>	<b>39.0</b>	<b>7.3</b>	<b>9.8</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.1</b>	<b>14</b>	<b>78</b>
HERAKLION	AEGEAN AIRLINES	C	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	0.0	0	0
<b>TOTAL HERAKLION</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KAVALA	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	86.8	5	38
<b>TOTAL KAVALA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.8</b>	<b>5</b>	<b>38</b>
SALONIKA	EASYJET UK LTD	S	36	0	2	7.9	31.6	44.7	2.6	2.6	2.6	2.6	0.0	0.0	0.0	5.3	9	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>31.6</b>	<b>44.7</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>33.6</b>	<b>40.8</b>	<b>6.4</b>	<b>8.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>77.6</b>	<b>11</b>	<b>116</b>
<b>GRENADA</b>																				
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	11.1	22.2	27.8	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	70.6	13	17
GRENADA	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	1	11.1	27.8	22.2	11.1	5.6	11.1	0.0	0.0	5.6	0.0	5.6	68	94.4	5	18
<b>TOTAL GRENADA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>25.0</b>	<b>25.0</b>	<b>19.4</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>42</b>	<b>82.9</b>	<b>9</b>	<b>35</b>
<b>TOTAL GRENADA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>25.0</b>	<b>25.0</b>	<b>19.4</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>42</b>	<b>82.9</b>	<b>9</b>	<b>35</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	56	0	0	21.4	41.1	28.6	5.4	1.8	1.8	0.0	0.0	0.0	0.0	0.0	5	77.8	11	54
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>41.1</b>	<b>28.6</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>11</b>	<b>54</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 HONG KONG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>41.1</b>	<b>28.6</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>11</b>	<b>54</b>
<b>HUNGARY</b>																				
BUDAPEST	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	9	84
BUDAPEST	EASYJET UK LTD	S	82	0	0	0.0	22.0	40.2	18.3	14.6	1.2	2.4	1.2	0.0	0.0	0.0	19	0.0	0	0
BUDAPEST	ENTER 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 BUDAPEST</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>39.8</b>	<b>18.1</b>	<b>14.5</b>	<b>1.2</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>80.0</b>	<b>10</b>	<b>85</b>
<b>TOTAL HUNGARY</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.9</b>	<b>39.8</b>	<b>18.1</b>	<b>14.5</b>	<b>1.2</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>80.0</b>	<b>10</b>	<b>85</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.8	10	80
KEFLAVIK	EASYJET UK LTD	S	78	0	0	17.9	37.2	35.9	3.8	1.3	3.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
KEFLAVIK	ICELANDAIR	S	68	0	0	13.2	33.8	30.9	10.3	8.8	2.9	0.0	0.0	0.0	0.0	0.0	11	65.4	21	52
KEFLAVIK	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	41	26
KEFLAVIK	TUI AIRWAYS LTD	C	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	61.1	13	18
KEFLAVIK	WOW AIR	S	88	0	1	19.1	52.8	10.1	4.5	10.1	2.2	0.0	0.0	0.0	0.0	1.1	8	38.5	37	79
<b>TOTAL KEFLAVIK</b>			<b>252</b>	<b>0</b>	<b>1</b>	<b>16.2</b>	<b>42.3</b>	<b>26.1</b>	<b>5.9</b>	<b>6.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>57.7</b>	<b>24</b>	<b>255</b>
<b>TOTAL ICELAND</b>			<b>252</b>	<b>0</b>	<b>1</b>	<b>16.2</b>	<b>42.3</b>	<b>26.1</b>	<b>5.9</b>	<b>6.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>57.7</b>	<b>24</b>	<b>255</b>
<b>INDIA</b>																				
GOA	THOMAS COOK AIRLINES LTD	S	27	0	0	3.7	22.2	37.0	18.5	11.1	0.0	3.7	3.7	0.0	0.0	0.0	23	80.8	17	26
GOA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	75.0	9	8
<b>TOTAL GOA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>37.1</b>	<b>17.1</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.4</b>	<b>15</b>	<b>34</b>
<b>TOTAL INDIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>37.1</b>	<b>17.1</b>	<b>8.6</b>	<b>5.7</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.4</b>	<b>15</b>	<b>34</b>
<b>IRAQ</b>																				
BAGHDAD (GECA)	IRAQI AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
BAGHDAD (GECA)	IRAQI AIRWAYS	S	12	0	0	16.7	16.7	8.3	8.3	41.7	8.3	0.0	0.0	0.0	0.0	0.0	28	15.4	26	10
<b>TOTAL BAGHDAD (GECA)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>15.4</b>	<b>7.7</b>	<b>38.5</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>27</b>	<b>15.4</b>	<b>26</b>	<b>10</b>
SULAYMANIYAH INT	IRAQI AIRWAYS	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	24	0.0	0	0
<b>TOTAL SULAYMANIYAH INT</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>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRAQ</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>15.8</b>	<b>21.1</b>	<b>5.3</b>	<b>26.3</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>26</b>	<b>11.8</b>	<b>26</b>	<b>10</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	62	0	0	8.1	54.8	30.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.9	5	62
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>54.8</b>	<b>30.6</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
DUBLIN	AER LINGUS	S	340	0	0	15.3	54.7	20.0	4.4	3.5	1.5	0.3	0.3	0.0	0.0	0.0	6	92.5	4	357
DUBLIN	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	10	1
DUBLIN	RYANAIR	S	494	0	0	15.6	49.0	26.3	5.7	3.2	0.2	0.0	0.0	0.0	0.0	0.0	4	86.8	7	492

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>834</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>51.3</b>	<b>23.7</b>	<b>5.2</b>	<b>3.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.2</b>	<b>5</b>	<b>850</b>
IRELAND WEST(KNOCK)	AER LINGUS	S	54	0	0	22.2	50.0	22.2	1.9	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4	94.6	2	55
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>22.2</b>	<b>1.9</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.6</b>	<b>2</b>	<b>55</b>
SHANNON	RYANAIR	S	52	0	0	11.5	55.8	26.9	1.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	7	52
<b>TOTAL SHANNON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>55.8</b>	<b>26.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.5</b>	<b>7</b>	<b>52</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1002</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>51.7</b>	<b>24.3</b>	<b>4.9</b>	<b>3.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.6</b>	<b>5</b>	<b>1019</b>
<b>ISRAEL</b>																				
TEL AVIV	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	61.1	11	18
TEL AVIV	EASYJET UK LTD	S	20	0	0	5.0	10.0	35.0	30.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>35.0</b>	<b>30.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>11</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>35.0</b>	<b>30.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>61.1</b>	<b>11</b>	<b>18</b>
<b>ITALY</b>																				
ANCONA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>TOTAL ANCONA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>13</b>	<b>1</b>
BARI (PALESE)	EASYJET UK LTD	S	18	0	0	5.6	50.0	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BOLOGNA	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	84.6	5	38
BOLOGNA	EASYJET UK LTD	S	40	0	0	0.0	50.0	30.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	13	0.0	0	0
BOLOGNA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BOLOGNA	SIRIO	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BOLOGNA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.6</b>	<b>33.3</b>	<b>9.5</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>13</b>	<b>85.0</b>	<b>5</b>	<b>39</b>
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	24
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	24	0	0	0.0	20.8	62.5	4.2	4.2	8.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>62.5</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>7</b>	<b>24</b>
FLORENCE	VUELING AIRLINES	S	78	0	3	2.5	45.7	27.2	9.9	6.2	4.9	0.0	0.0	0.0	0.0	3.7	10	81.7	9	71
<b>TOTAL FLORENCE</b>			<b>78</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>45.7</b>	<b>27.2</b>	<b>9.9</b>	<b>6.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>10</b>	<b>81.7</b>	<b>9</b>	<b>71</b>
GENOA	BRITISH AIRWAYS PLC	S	24	0	0	4.2	50.0	33.3	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	28
<b>TOTAL GENOA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>33.3</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>28</b>
MILAN (LINATE)	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	87.2	6	164
MILAN (LINATE)	EASYJET UK LTD	S	162	0	1	6.1	55.8	27.0	4.3	3.7	1.8	0.6	0.0	0.0	0.0	0.6	6	0.0	0	0
MILAN (LINATE)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL MILAN (LINATE)</b>			<b>162</b>	<b>0</b>	<b>1</b>	<b>6.1</b>	<b>55.8</b>	<b>27.0</b>	<b>4.3</b>	<b>3.7</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>6</b>	<b>87.3</b>	<b>6</b>	<b>165</b>
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	0.0	22	1

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
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
MILAN (MALPENSA)	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	79.7	9	286
MILAN (MALPENSA)	EASYJET UK LTD	S	280	0	2	7.1	37.2	31.6	11.0	7.8	3.2	0.0	1.4	0.0	0.0	0.7	14	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>280</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>37.2</b>	<b>31.6</b>	<b>11.0</b>	<b>7.8</b>	<b>3.2</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>79.4</b>	<b>9</b>	<b>287</b>
NAPLES	BRITISH AIRWAYS PLC	S	48	0	0	2.1	33.3	52.1	10.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	6	82.0	12	50
NAPLES	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	96.8	2	62
NAPLES	EASYJET UK LTD	S	62	0	0	9.7	45.2	32.3	8.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL NAPLES</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>40.0</b>	<b>40.9</b>	<b>9.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.2</b>	<b>7</b>	<b>112</b>
OLBIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18
OLBIA	EASYJET UK LTD	S	18	0	0	0.0	61.1	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL OLBIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</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>5</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
PALERMO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	18
PALERMO	EASYJET UK LTD	S	18	0	0	0.0	33.3	27.8	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL PALERMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</b>	<b>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>83.3</b>	<b>6</b>	<b>18</b>
PISA	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	84.4	7	64
PISA	EASYJET UK LTD	S	64	0	0	10.9	40.6	39.1	3.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
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	98	1
<b>TOTAL PISA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>40.6</b>	<b>39.1</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.1</b>	<b>8</b>	<b>65</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	54	0	0	3.7	44.4	35.2	9.3	7.4	0.0	0.0	0.0	0.0	0.0	0.0	7	78.0	11	48
ROME (FIUMICINO)	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	84.9	5	170
ROME (FIUMICINO)	EASYJET UK LTD	S	166	0	1	5.4	48.5	34.7	6.0	4.8	0.0	0.0	0.0	0.0	0.0	0.6	5	0.0	0	0
ROME (FIUMICINO)	VUELING 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
ROME (FIUMICINO)	VUELING AIRLINES	S	120	0	2	4.1	38.5	32.0	13.1	9.0	1.6	0.0	0.0	0.0	0.0	1.6	10	85.3	7	102
<b>TOTAL ROME (FIUMICINO)</b>			<b>340</b>	<b>0</b>	<b>4</b>	<b>4.7</b>	<b>44.2</b>	<b>33.7</b>	<b>9.0</b>	<b>6.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>84.0</b>	<b>6</b>	<b>320</b>
TURIN	BRITISH AIRWAYS PLC	C	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
TURIN	BRITISH AIRWAYS PLC	S	124	0	0	9.7	58.1	25.8	2.4	3.2	0.8	0.0	0.0	0.0	0.0	0.0	4	96.2	2	104
TURIN	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	84.1	6	42
TURIN	EASYJET UK LTD	S	44	0	0	9.1	45.5	18.2	13.6	11.4	2.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
TURIN	TITAN AIRWAYS LTD	C	16	0	0	6.3	31.3	31.3	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	21	83.3	14	18
TURIN	TUI AIRWAYS LTD	C	16	0	0	18.8	62.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	16
<b>TOTAL TURIN</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>53.4</b>	<b>23.6</b>	<b>5.8</b>	<b>4.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.3</b>	<b>4</b>	<b>180</b>
VENICE	BRITISH AIRWAYS PLC	S	134	0	0	7.5	50.0	30.6	8.2	1.5	1.5	0.7	0.0	0.0	0.0	0.0	6	92.6	3	122
VENICE	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	78.7	10	150

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 UK LTD	S	140	0	0	5.7	40.7	33.6	12.1	5.7	2.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL VENICE</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>45.3</b>	<b>32.1</b>	<b>10.2</b>	<b>3.6</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.9</b>	<b>7</b>	<b>272</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	54	0	0	20.4	51.9	20.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3	80.4	13	54
VERONA VILLAFRANCA	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	92.5	3	38
VERONA VILLAFRANCA	EASYJET UK LTD	S	38	0	1	2.6	43.6	41.0	5.1	0.0	5.1	0.0	0.0	0.0	0.0	2.6	8	0.0	0	0
VERONA VILLAFRANCA	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	10	87.5	8	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>45.5</b>	<b>32.7</b>	<b>4.0</b>	<b>3.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6</b>	<b>85.6</b>	<b>8</b>	<b>100</b>
<b>TOTAL ITALY</b>			<b>1760</b>	<b>0</b>	<b>11</b>	<b>6.6</b>	<b>45.1</b>	<b>31.7</b>	<b>8.4</b>	<b>5.4</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>85.3</b>	<b>7</b>	<b>1700</b>
<b>JAMAICA</b>																				
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	0.0	14.8	25.9	25.9	18.5	14.8	0.0	0.0	0.0	0.0	0.0	26	59.3	27	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>25.9</b>	<b>25.9</b>	<b>18.5</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>59.3</b>	<b>27</b>	<b>27</b>
MONTEGO BAY	TUI AIRWAYS LTD	C	30	0	0	0.0	3.3	43.3	16.7	10.0	23.3	0.0	3.3	0.0	0.0	0.0	37	79.4	10	34
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	85.2	4	27
<b>TOTAL MONTEGO BAY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>19.6</b>	<b>41.1</b>	<b>12.5</b>	<b>8.9</b>	<b>12.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>82.0</b>	<b>8</b>	<b>61</b>
<b>TOTAL JAMAICA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>18.1</b>	<b>36.1</b>	<b>16.9</b>	<b>12.0</b>	<b>13.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>75.0</b>	<b>14</b>	<b>88</b>
<b>JORDAN</b>																				
AQABA	EASYJET UK LTD	S	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL AQABA</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JORDAN</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>KENYA</b>																				
NAIROBI	NETJETS TRANSPORTES AEREOS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL NAIROBI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KENYA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</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	57.1	0	4
<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>57.1</b>	<b>0</b>	<b>4</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>57.1</b>	<b>0</b>	<b>4</b>
<b>LATVIA</b>																				
RIGA	AIR BALTIC	S	100	0	0	4.0	42.0	45.0	6.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	6	72.0	14	82
<b>TOTAL RIGA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>42.0</b>	<b>45.0</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.0</b>	<b>14</b>	<b>82</b>
<b>TOTAL LATVIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>42.0</b>	<b>45.0</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.0</b>	<b>14</b>	<b>82</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	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	73.7	14	38

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LUXEMBOURG	EASYJET UK LTD	S	38	0	0	0.0	23.7	36.8	18.4	13.2	7.9	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>36.8</b>	<b>18.4</b>	<b>13.2</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.7</b>	<b>14</b>	<b>38</b>	
<b>TOTAL LUXEMBOURG</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.7</b>	<b>36.8</b>	<b>18.4</b>	<b>13.2</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.7</b>	<b>14</b>	<b>38</b>	
<b>MALAYSIA</b>																					
LANGKAWI	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL LANGKAWI</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>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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALAYSIA</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>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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALDIVE ISLANDS</b>																					
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	26	0	0	0.0	26.9	23.1	15.4	34.6	0.0	0.0	0.0	0.0	0.0	0.0	20	42.3	40	26	
<b>TOTAL MALE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>23.1</b>	<b>15.4</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>0.0</b>	<b>20</b>	<b>42.3</b>	<b>40</b>	<b>26</b>	
<b>TOTAL MALDIVE ISLANDS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>23.1</b>	<b>15.4</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>0.0</b>	<b>20</b>	<b>42.3</b>	<b>40</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	64	0	0	6.3	39.1	26.6	20.3	7.8	0.0	0.0	0.0	0.0	0.0	0.0	10	85.0	7	60	
MALTA	BRITISH AIRWAYS PLC	S	28	0	0	3.6	57.1	35.7	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	89.3	7	28	
MALTA	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	82.0	8	50	
MALTA	EASYJET UK LTD	C	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
MALTA	EASYJET UK LTD	S	50	0	0	10.0	40.0	40.0	8.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
MALTA	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	66.7	6	3	
MALTA	VIRGIN ATLANTIC AIRWAYS 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 MALTA</b>			<b>143</b>	<b>0</b>	<b>5</b>	<b>6.8</b>	<b>41.2</b>	<b>32.4</b>	<b>11.5</b>	<b>4.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>84.4</b>	<b>8</b>	<b>141</b>		
<b>TOTAL MALTA</b>			<b>143</b>	<b>0</b>	<b>5</b>	<b>6.8</b>	<b>41.2</b>	<b>32.4</b>	<b>11.5</b>	<b>4.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>84.4</b>	<b>8</b>	<b>141</b>		
<b>MAURITIUS</b>																					
MAURITIUS	BRITISH AIRWAYS PLC	S	44	0	0	40.9	29.5	20.5	2.3	6.8	0.0	0.0	0.0	0.0	0.0	0.0	5	69.6	57	44	
MAURITIUS	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	66.7	12	9	
<b>TOTAL MAURITIUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>26.9</b>	<b>23.1</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.1</b>	<b>49</b>	<b>53</b>	
<b>TOTAL MAURITIUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>26.9</b>	<b>23.1</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.1</b>	<b>49</b>	<b>53</b>	
<b>MEXICO</b>																					
CANCUN	BRITISH AIRWAYS PLC	S	27	0	0	7.4	18.5	37.0	22.2	7.4	7.4	0.0	0.0	0.0	0.0	0.0	17	75.0	52	27	
CANCUN	THOMAS COOK AIRLINES LTD	S	11	0	0	0.0	0.0	18.2	9.1	36.4	18.2	18.2	0.0	0.0	0.0	0.0	63	70.0	36	10	
CANCUN	TUI AIRWAYS LTD	S	28	0	1	6.9	10.3	34.5	24.1	10.3	0.0	3.4	6.9	0.0	0.0	3.4	33	86.8	7	38	
CANCUN	VIRGIN ATLANTIC AIRWAYS LTD	C	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	52	0.0	0	0	
CANCUN	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0.0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	87.5	13	16	
<b>TOTAL CANCUN</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>11.4</b>	<b>34.2</b>	<b>19.0</b>	<b>13.9</b>	<b>8.9</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>31</b>	<b>81.5</b>	<b>25</b>	<b>91</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	14	8	
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>37.5</b>	<b>14</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>86</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>11.5</b>	<b>33.3</b>	<b>19.5</b>	<b>14.9</b>	<b>8.0</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>29</b>	<b>78.0</b>	<b>24</b>	<b>99</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	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	96.2	2	26	
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	28	0	0	7.1	35.7	42.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	38.9	44.4	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>37.0</b>	<b>43.5</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>97.7</b>	<b>3</b>	<b>44</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	56	0	0	1.8	14.3	25.0	30.4	21.4	3.6	1.8	1.8	0.0	0.0	0.0	26	50.0	20	58	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>14.3</b>	<b>25.0</b>	<b>30.4</b>	<b>21.4</b>	<b>3.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>50.0</b>	<b>20</b>	<b>58</b>	
ERRACHIDIA	TAG AVIATION (UK) LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	89	0.0	0	0	
<b>TOTAL ERRACHIDIA</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>	
FEZ	AIR ARABIA MAROC	S	18	0	0	5.6	38.9	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	18	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
MARRAKESH	AIR ARABIA MAROC	S	18	0	0	16.7	55.6	11.1	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	63.2	12	17	
MARRAKESH	BRITISH AIRWAYS PLC	S	44	0	0	13.6	40.9	34.1	9.1	0.0	0.0	0.0	2.3	0.0	0.0	0.0	8	90.7	5	54	
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	86.8	13	76	
MARRAKESH	EASYJET UK LTD	S	86	0	0	9.3	38.4	41.9	4.7	2.3	2.3	1.2	0.0	0.0	0.0	0.0	7	0.0	0	0	
MARRAKESH	TUI AIRWAYS LTD	S	12	0	0	0.0	33.3	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	18	
<b>TOTAL MARRAKESH</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>40.6</b>	<b>37.5</b>	<b>6.3</b>	<b>1.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.8</b>	<b>9</b>	<b>165</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	16	0	0	0.0	0.0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	26	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.3</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>26</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.7</b>	<b>36.4</b>	<b>13.8</b>	<b>6.4</b>	<b>2.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.5</b>	<b>11</b>	<b>301</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	204	0	0	3.9	52.5	34.8	3.9	2.0	2.0	1.0	0.0	0.0	0.0	0.0	6	86.7	6	190	
AMSTERDAM	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	85.8	8	398	
AMSTERDAM	EASYJET UK LTD	S	398	0	0	7.5	45.0	28.9	7.0	9.3	2.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>47.5</b>	<b>30.9</b>	<b>6.0</b>	<b>6.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.1</b>	<b>7</b>	<b>588</b>	
<b>TOTAL NETHERLANDS</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>47.5</b>	<b>30.9</b>	<b>6.0</b>	<b>6.8</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.1</b>	<b>7</b>	<b>588</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	25.0	47	30	
<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>25.0</b>	<b>47</b>	<b>30</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>25.0</b>	<b>47</b>	<b>30</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>NORWAY</b>																					
BERGEN	FAI FLIGHT- AMBULANCE 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	26	1		
BERGEN	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	100.0	1	1		
BERGEN	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	87.5	3	8		
BERGEN	NORWEGIAN AIR SHUTTLE	S	108	0	0	11.1	42.6	22.2	8.3	6.5	7.4	1.9	0.0	0.0	0.0	16	71.7	17	106		
BERGEN	TITAN AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BERGEN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>43.6</b>	<b>21.8</b>	<b>8.2</b>	<b>6.4</b>	<b>7.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.4</b>	<b>16</b>	<b>116</b>		
FAGERNES/LEIRIN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8		
<b>TOTAL FAGERNES/LEIRIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>		
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	221	0	0	5.9	40.3	33.0	10.9	5.9	3.2	0.5	0.5	0.0	0.0	11	66.7	20	212		
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	47	0	0	8.5	34.0	38.3	8.5	6.4	0.0	4.3	0.0	0.0	0.0	12	69.2	17	51		
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>39.2</b>	<b>34.0</b>	<b>10.4</b>	<b>6.0</b>	<b>2.6</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>19</b>	<b>263</b>		
STAVANGER	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	46	88.0	3	48		
STAVANGER	NORWEGIAN AIR SHUTTLE	S	54	0	0	9.3	63.0	20.4	0.0	1.9	5.6	0.0	0.0	0.0	0.0	7	81.5	23	54		
<b>TOTAL STAVANGER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>60.7</b>	<b>19.6</b>	<b>0.0</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.6</b>	<b>14</b>	<b>102</b>		
TROMSOE	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	8.8	52.9	20.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	9	88.5	8	26		
<b>TOTAL TROMSOE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>20.6</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>0.0</b>	<b>9</b>	<b>88.5</b>	<b>8</b>	<b>26</b>		
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	16.7	33.3	24.1	13.0	1.9	5.6	5.6	0.0	0.0	0.0	16	79.6	7	53		
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>24.1</b>	<b>13.0</b>	<b>1.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.6</b>	<b>7</b>	<b>53</b>		
<b>TOTAL NORWAY</b>			<b>522</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>42.7</b>	<b>28.0</b>	<b>9.2</b>	<b>5.2</b>	<b>4.4</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.7</b>	<b>16</b>	<b>568</b>		
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	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	57	0.0	43	1		
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>0.0</b>	<b>43</b>	<b>1</b>		
<b>TOTAL PAKISTAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>57</b>	<b>0.0</b>	<b>43</b>	<b>1</b>		
<b>POLAND</b>																					
KRAKOW	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	87.5	5	80		
KRAKOW	EASYJET UK LTD	S	80	0	0	8.8	33.8	32.5	13.8	7.5	3.8	0.0	0.0	0.0	0.0	11	0.0	0	0		
KRAKOW	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL KRAKOW</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>33.3</b>	<b>33.3</b>	<b>13.6</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>5</b>	<b>80</b>		
WARSAW (CHOPIN)	EASYJET UK LTD	S	34	0	0	0.0	23.5	26.5	23.5	26.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL WARSAW (CHOPIN)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>26.5</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>115</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>30.4</b>	<b>31.3</b>	<b>16.5</b>	<b>13.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>5</b>	<b>80</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	BRITISH AIRWAYS PLC	S	64	0	0	26.6	37.5	31.3	1.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	50
<b>FARO</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	83.3	9	72
<b>FARO</b>	EASYJET UK LTD	S	74	0	0	9.5	45.9	32.4	5.4	4.1	2.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL FARO</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>42.0</b>	<b>31.9</b>	<b>3.6</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.1</b>	<b>7</b>	<b>122</b>
<b>LISBON</b>	AIR PORTUGAL	S	96	0	0	0.0	27.1	35.4	18.8	12.5	5.2	1.0	0.0	0.0	0.0	0.0	17	81.0	9	100
<b>LISBON</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	89.8	5	88
<b>LISBON</b>	EASYJET UK LTD	S	86	0	0	4.7	39.5	38.4	11.6	2.3	3.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LISBON</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>33.0</b>	<b>36.8</b>	<b>15.4</b>	<b>7.7</b>	<b>4.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.1</b>	<b>7</b>	<b>188</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	124	0	0	6.5	49.2	29.0	6.5	7.3	1.6	0.0	0.0	0.0	0.0	0.0	8	75.8	13	124
<b>OPORTO (PORTUGAL)</b>	BRITISH AIRWAYS PLC	S	34	0	0	5.9	50.0	41.2	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	26
<b>OPORTO (PORTUGAL)</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	80.0	12	50
<b>OPORTO (PORTUGAL)</b>	EASYJET UK LTD	S	46	0	0	10.9	28.3	30.4	13.0	4.3	8.7	2.2	2.2	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>44.6</b>	<b>31.4</b>	<b>6.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>11</b>	<b>200</b>
<b>TOTAL PORTUGAL</b>			<b>524</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>39.9</b>	<b>33.4</b>	<b>9.0</b>	<b>5.9</b>	<b>3.1</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>8</b>	<b>510</b>
<b>PORTUGAL(MADEIRA)</b>																				
<b>FUNCHAL</b>	BRITISH AIRWAYS PLC	S	52	0	0	19.2	50.0	23.1	5.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	97.5	1	40
<b>FUNCHAL</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	80.0	13	72
<b>FUNCHAL</b>	EASYJET UK LTD	S	70	0	0	8.6	34.3	40.0	10.0	4.3	2.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>FUNCHAL</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	10
<b>TOTAL FUNCHAL</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>39.2</b>	<b>34.6</b>	<b>9.2</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>0.0</b>	<b>6</b>	<b>85.6</b>	<b>9</b>	<b>122</b>
<b>TOTAL PORTUGAL</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>39.2</b>	<b>34.6</b>	<b>9.2</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>0.0</b>	<b>6</b>	<b>85.6</b>	<b>9</b>	<b>122</b>
<b>QATAR</b>																				
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	140	0	0	5.7	38.6	37.1	12.9	2.9	1.4	1.4	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL DOHA HAMAD</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>38.6</b>	<b>37.1</b>	<b>12.9</b>	<b>2.9</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL QATAR</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>38.6</b>	<b>37.1</b>	<b>12.9</b>	<b>2.9</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF SOUTH</b>																				
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	26	0	0	0.0	46.2	26.9	7.7	15.4	0.0	0.0	3.8	0.0	0.0	0.0	21	63.0	64	27
<b>CAPE TOWN</b>	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
<b>CAPE TOWN</b>	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	8.0	36.0	20.0	4.0	24.0	8.0	0.0	0.0	0.0	0.0	40	48.1	16	27
<b>TOTAL CAPE TOWN</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.5</b>	<b>31.4</b>	<b>13.7</b>	<b>9.8</b>	<b>11.8</b>	<b>3.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>58.6</b>	<b>37</b>	<b>58</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.5</b>	<b>31.4</b>	<b>13.7</b>	<b>9.8</b>	<b>11.8</b>	<b>3.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>58.6</b>	<b>37</b>	<b>58</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
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
BUCHAREST (OTOPENI)	WIZZ AIR	S	58	0	0	6.9	29.3	41.4	6.9	8.6	6.9	0.0	0.0	0.0	0.0	0.0	15	62.5	32	48
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>29.3</b>	<b>41.4</b>	<b>6.9</b>	<b>8.6</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>15</b>	<b>62.5</b>	<b>32</b>	<b>48</b>
<b>TOTAL ROMANIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>29.3</b>	<b>41.4</b>	<b>6.9</b>	<b>8.6</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>15</b>	<b>62.5</b>	<b>32</b>	<b>48</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	71.0	11	62
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.0</b>	<b>11</b>	<b>62</b>
ST PETERSBURG	ROSSIYA AIRLINES	S	62	0	0	8.1	62.9	17.7	8.1	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>62.9</b>	<b>17.7</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>62.9</b>	<b>17.7</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>71.0</b>	<b>11</b>	<b>62</b>
<b>RWANDA</b>																				
KIGALI	RWANDAIR EXPRESS	S	32	0	0	21.9	43.8	12.5	15.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	19	26
<b>TOTAL KIGALI</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>43.8</b>	<b>12.5</b>	<b>15.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.5</b>	<b>19</b>	<b>26</b>
<b>TOTAL RWANDA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>43.8</b>	<b>12.5</b>	<b>15.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.5</b>	<b>19</b>	<b>26</b>
<b>SAINT KITTS AND NEVIS</b>																				
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	5.6	44.4	22.2	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	20	76.5	12	17
<b>TOTAL ST KITTS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.5</b>	<b>12</b>	<b>17</b>
<b>TOTAL SAINT KITTS AND SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.5</b>	<b>12</b>	<b>17</b>
SEYCHELLES	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	13	0.0	0	0
<b>TOTAL SEYCHELLES</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>
<b>TOTAL SEYCHELLES</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>
<b>SINGAPORE</b>																				
SINGAPORE	NORWEGIAN AIR UK LTD	S	14	0	0	0.0	7.1	50.0	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	58.3	22	36
<b>TOTAL SINGAPORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>50.0</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>58.3</b>	<b>22</b>	<b>36</b>
<b>TOTAL SINGAPORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>50.0</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>58.3</b>	<b>22</b>	<b>36</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	ABS JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BRATISLAVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</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>100.0</b>	<b>0</b>	<b>1</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	36
<b>LJUBLJANA</b>	EASYJET UK LTD	S	34	0	0	5.9	52.9	26.5	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>26.5</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>4</b>	<b>36</b>
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>26.5</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>4</b>	<b>36</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	BRITISH AIRWAYS PLC	S	32	0	0	6.3	43.8	37.5	9.4	0.0	3.1	0.0	0.0	0.0	0.0	0.0	6	92.9	4	28	
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.9	6	78	
ALICANTE	EASYJET UK LTD	S	99	0	0	12.1	38.4	34.3	11.1	4.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	45	0	1	6.5	58.7	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2	80.8	15	26	
ALICANTE	RYANAIR	S	54	0	0	3.7	33.3	42.6	13.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	16	56	
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	5	10	
ALICANTE	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ALICANTE</b>			<b>240</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>42.3</b>	<b>36.9</b>	<b>8.7</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>5</b>	<b>78.4</b>	<b>10</b>	<b>199</b>	
ALMERIA	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	96.7	2	30	
ALMERIA	EASYJET UK LTD	S	30	0	0	23.3	46.7	26.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ALMERIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>46.7</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.7</b>	<b>2</b>	<b>30</b>	
ASTURIAS	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	18	26	
<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>0.0</b>	<b>0</b>	<b>92.3</b>	<b>18</b>	<b>26</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	66	0	0	9.1	54.5	30.3	3.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	4	91.1	5	56	
BARCELONA	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	89.7	5	242	
BARCELONA	EASYJET UK LTD	S	238	0	0	12.2	48.3	27.3	6.3	2.1	3.4	0.4	0.0	0.0	0.0	0.0	7	0.0	0	0	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	124	0	0	3.2	41.9	35.5	11.3	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	62.9	20	62	
BARCELONA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
BARCELONA	VUELING AIRLINES	S	258	0	0	3.9	35.7	37.2	12.0	5.4	5.0	0.8	0.0	0.0	0.0	0.0	12	85.8	7	218	
<b>TOTAL BARCELONA</b>			<b>686</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>43.0</b>	<b>32.8</b>	<b>9.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>7</b>	<b>579</b>	
BILBAO	VUELING AIRLINES	S	60	0	0	3.3	38.3	45.0	5.0	3.3	5.0	0.0	0.0	0.0	0.0	0.0	9	83.9	6	60	
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>38.3</b>	<b>45.0</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>0.0</b>	<b>9</b>	<b>83.9</b>	<b>6</b>	<b>60</b>	
GRANADA	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	85.0	13	20	
GRANADA	EASYJET UK LTD	S	20	0	0	5.0	55.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GRANADA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>55.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.0</b>	<b>13</b>	<b>20</b>	
LIEIDA	THOMAS COOK AIRLINES LTD	C	7	0	0	0.0	28.6	28.6	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
LIEIDA	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	26	10	
<b>TOTAL LIEIDA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</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>22</b>	<b>40.0</b>	<b>26</b>	<b>10</b>	
MADRID	AIR EUROPA	S	126	0	0	1.6	27.0	46.0	15.1	9.5	0.8	0.0	0.0	0.0	0.0	0.0	11	78.5	13	130	
MADRID	AIR X CHARTER	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
MADRID	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	210	
MADRID	EASYJET UK LTD	S	208	0	0	9.6	45.2	32.2	9.6	2.9	0.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	

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Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	IBERIA EXPRESS	S	124	0	0	4.0	32.3	46.8	13.7	2.4	0.8	0.0	0.0	0.0	0.0	0.0	7	89.3	5	122
MADRID	NORWEGIAN AIR INTERNATIONAL	S	104	0	0	6.7	34.6	44.2	9.6	3.8	1.0	0.0	0.0	0.0	0.0	0.0	7	62.2	18	98
<b>TOTAL MADRID</b>			<b>562</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>36.3</b>	<b>40.7</b>	<b>11.7</b>	<b>4.4</b>	<b>0.7</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>80.3</b>	<b>10</b>	<b>561</b>
MAHON	EASYJET UK LTD	S	18	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	BRITISH AIRWAYS PLC	S	81	0	1	13.4	51.2	29.3	3.7	1.2	0.0	0.0	0.0	0.0	0.0	1.2	3	85.9	12	64
MALAGA	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	88.5	4	138
MALAGA	EASYJET UK LTD	S	138	0	0	9.4	33.3	47.1	6.5	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	132	0	0	2.3	41.7	31.1	15.9	2.3	3.8	0.8	1.5	0.8	0.0	0.0	17	71.6	12	88
MALAGA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
MALAGA	TITAN AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
MALAGA	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	16	50.0	18	8
<b>TOTAL MALAGA</b>			<b>359</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>39.9</b>	<b>37.4</b>	<b>9.1</b>	<b>3.0</b>	<b>1.4</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>82.0</b>	<b>9</b>	<b>299</b>
MURCIA INTERNATIONAL	EASYJET UK LTD	S	16	0	0	18.8	43.8	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>25.0</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	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	95.0	2	40
MURCIA SAN JAVIER	EASYJET UK LTD	S	22	0	0	27.3	36.4	27.3	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>36.4</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>95.0</b>	<b>2</b>	<b>40</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	26	0	0	3.8	61.5	23.1	0.0	7.7	0.0	0.0	3.8	0.0	0.0	0.0	13	0.0	0	0
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.7	9	74
PALMA DE MALLORCA	EASYJET UK LTD	S	74	0	0	13.5	43.2	36.5	4.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	7.4	42.6	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>46.1</b>	<b>35.1</b>	<b>3.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.4</b>	<b>8</b>	<b>92</b>
REUS	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL REUS</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>
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	60.0	17	10
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>17</b>	<b>10</b>
SEVILLE	BRITISH AIRWAYS PLC	S	56	0	0	12.5	55.4	21.4	7.1	0.0	1.8	1.8	0.0	0.0	0.0	0.0	6	77.5	11	40
SEVILLE	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	78.6	10	42
SEVILLE	EASYJET UK LTD	S	44	0	0	2.3	52.3	34.1	9.1	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL SEVILLE</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>54.0</b>	<b>27.0</b>	<b>8.0</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>6</b>	<b>78.0</b>	<b>10</b>	<b>82</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VALENCIA	BRITISH AIRWAYS PLC	S	36	0	0	11.1	58.3	27.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	3	32	
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	85.0	8	100	
VALENCIA	EASYJET UK LTD	S	95	0	0	9.5	43.2	29.5	9.5	6.3	2.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>47.3</b>	<b>29.0</b>	<b>7.6</b>	<b>4.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>7</b>	<b>132</b>	
ZARAGOZA	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	0.0	17	1	
<b>TOTAL ZARAGOZA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 SPAIN</b>			<b>2406</b>	<b>0</b>	<b>3</b>	<b>7.8</b>	<b>41.8</b>	<b>35.5</b>	<b>8.8</b>	<b>3.7</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>82.6</b>	<b>8</b>	<b>2141</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BRITISH AIRWAYS PLC	S	34	0	0	8.8	41.2	41.2	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	73.1	10	26	
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	6	58	
ARRECIFE	EASYJET UK LTD	S	66	0	0	3.0	30.3	43.9	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	26	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	22	0	0	9.1	9.1	50.0	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	13	83.3	13	12	
ARRECIFE	TUI AIRWAYS LTD	C	29	0	0	6.9	24.1	41.4	13.8	13.8	0.0	0.0	0.0	0.0	0.0	0.0	11	64.5	13	31	
<b>TOTAL ARRECIFE</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>28.5</b>	<b>43.7</b>	<b>13.2</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>0.0</b>	<b>9</b>	<b>79.1</b>	<b>8</b>	<b>153</b>	
FUERTEVENTURA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	25	14	
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.2	5	52	
FUERTEVENTURA	EASYJET UK LTD	S	48	0	0	8.3	56.3	27.1	6.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
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	66.7	11	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	50.0	10.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	60.0	25	10	
FUERTEVENTURA	TUI AIRWAYS LTD	C	21	0	0	4.8	14.3	33.3	4.8	19.0	23.8	0.0	0.0	0.0	0.0	0.0	29	85.0	10	20	
<b>TOTAL FUERTEVENTURA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>44.3</b>	<b>26.6</b>	<b>7.6</b>	<b>7.6</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>12</b>	<b>83.3</b>	<b>11</b>	<b>114</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	7	56	
LAS PALMAS	EASYJET UK LTD	S	56	0	0	8.9	50.0	30.4	5.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	13	18	
LAS PALMAS	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
LAS PALMAS	THOMAS COOK AIRLINES 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	90.0	5	10	
LAS PALMAS	TUI AIRWAYS LTD	C	34	0	0	2.9	20.6	50.0	8.8	5.9	11.8	0.0	0.0	0.0	0.0	0.0	16	78.6	12	28	
<b>TOTAL LAS PALMAS</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>38.5</b>	<b>41.0</b>	<b>6.8</b>	<b>4.3</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>8</b>	<b>75.4</b>	<b>9</b>	<b>112</b>	
SANTA CRUZ DE LA PALMA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18	
SANTA CRUZ DE LA PALMA	EASYJET UK LTD	S	18	0	0	5.6	44.4	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	10.0	30.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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 SANTA CRUZ DE LA PALMA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>42.9</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.2</b>	<b>2</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	78	0	0	24.4	34.6	28.2	7.7	5.1	0.0	0.0	0.0	0.0	0.0	5	82.8	6	64	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.3	8	102	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	102	0	0	16.7	30.4	42.2	8.8	2.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	36	0	0	2.8	52.8	19.4	22.2	2.8	0.0	0.0	0.0	0.0	0.0	7	88.1	6	42	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	36	0	0	11.1	22.2	41.7	22.2	2.8	0.0	0.0	0.0	0.0	0.0	8	54.2	36	24	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	54	0	0	0.0	29.6	50.0	9.3	11.1	0.0	0.0	0.0	0.0	0.0	10	64.8	14	54	
TENERIFE (SURREINA SOFIA)	WOW AIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>309</b>	<b>0</b>	<b>1</b>	<b>13.2</b>	<b>32.6</b>	<b>37.4</b>	<b>11.9</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>6</b>	<b>79.1</b>	<b>10</b>	<b>286</b>	
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>684</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>34.3</b>	<b>38.4</b>	<b>10.5</b>	<b>5.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.8</b>	<b>10</b>	<b>691</b>	
COLOMBO	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
COLOMBO	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	4	
<b>TOTAL COLOMBO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>25.0</b>	<b>41.7</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>100.0</b>	<b>2</b>	<b>4</b>	
<b>TOTAL SRI LANKA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>25.0</b>	<b>41.7</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>100.0</b>	<b>2</b>	<b>4</b>	
<b>ST LUCIA</b>																				
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	9	75.0	14	8	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	11	100.0	1	9	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>54.5</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>10</b>	<b>88.2</b>	<b>7</b>	<b>17</b>	
<b>TOTAL ST LUCIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>54.5</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>10</b>	<b>88.2</b>	<b>7</b>	<b>17</b>	
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	24	0	0	4.2	50.0	41.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	92	0	0	5.4	53.3	33.7	3.3	2.2	2.2	0.0	0.0	0.0	0.0	5	72.6	13	106	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>52.6</b>	<b>35.3</b>	<b>2.6</b>	<b>2.6</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>72.6</b>	<b>13</b>	<b>106</b>	
KIRUNA	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KIRUNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
OSTERSUND / FROSON	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	40.0	22	10	
OSTERSUND / FROSON	EASYJET UK LTD	S	18	0	0	11.1	16.7	55.6	0.0	5.6	0.0	11.1	0.0	0.0	0.0	23	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 OSTERSUND / FROSON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>55.6</b>	<b>0.0</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>23</b>	<b>40.0</b>	<b>22</b>	<b>10</b>	
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR INTERNATIONAL	S	275	0	0	11.3	48.0	29.5	5.8	3.6	1.5	0.4	0.0	0.0	0.0	0.0	6	81.8	10	275	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>275</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>48.0</b>	<b>29.5</b>	<b>5.8</b>	<b>3.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>81.8</b>	<b>10</b>	<b>275</b>	
<b>TOTAL SWEDEN</b>			<b>409</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>47.9</b>	<b>32.3</b>	<b>4.6</b>	<b>3.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.3</b>	<b>11</b>	<b>392</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</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	78.9	9	128	
<b>BALE MULHOUSE</b>	EASYJET UK LTD	S	126	0	0	2.4	37.3	37.3	13.5	5.6	4.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>37.3</b>	<b>37.3</b>	<b>13.5</b>	<b>5.6</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>11</b>	<b>78.3</b>	<b>9</b>	<b>128</b>	
<b>GENEVA</b>	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	28	8	
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	204	0	0	6.4	59.3	27.0	4.4	2.0	1.0	0.0	0.0	0.0	0.0	0.0	4	91.7	4	180	
<b>GENEVA</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	78.3	10	512	
<b>GENEVA</b>	EASYJET UK LTD	S	512	0	0	2.9	39.5	36.7	9.8	8.4	2.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>GENEVA</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	53.3	21	12	
<b>GENEVA</b>	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>GENEVA</b>	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	87.5	7	8	
<b>GENEVA</b>	SWISS AIRLINES	S	8	0	0	0.0	0.0	62.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	8	26	
<b>GENEVA</b>	THOMAS COOK AIRLINES 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	75.0	13	8	
<b>GENEVA</b>	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>GENEVA</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	75.0	5	8	
<b>GENEVA</b>	TUI AIRWAYS LTD	C	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	87.5	10	8	
<b>TOTAL GENEVA</b>			<b>748</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>44.0</b>	<b>34.6</b>	<b>8.2</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>9</b>	<b>774</b>	
<b>ZURICH</b>	CHAIR 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>ZURICH</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	86.4	9	88	
<b>ZURICH</b>	EASYJET UK LTD	S	82	0	0	3.7	30.5	46.3	15.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>ZURICH</b>	SWISS AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>ZURICH</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 ZURICH</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>31.3</b>	<b>45.8</b>	<b>15.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.7</b>	<b>9</b>	<b>90</b>	
<b>TOTAL SWITZERLAND</b>			<b>957</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.0</b>	<b>35.9</b>	<b>9.5</b>	<b>6.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.9</b>	<b>9</b>	<b>992</b>	
<b>TAIWAN</b>																					
<b>TAIPEI</b>	CHINA AIRLINES	S	34	0	0	29.4	55.9	5.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3	69.4	12	36	
<b>TOTAL TAIPEI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>55.9</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>69.4</b>	<b>12</b>	<b>36</b>	
<b>TOTAL TAIWAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>55.9</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>69.4</b>	<b>12</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>THAILAND</b>																					
KRABI	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	17	6	
<b>TOTAL KRABI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>17</b>	<b>6</b>	
PHUKET	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	4	62.5	14	8	
<b>TOTAL PHUKET</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>4</b>	<b>62.5</b>	<b>14</b>	<b>8</b>	
U-TAPAO	TUI AIRWAYS LTD	C	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	18	0.0	0	0	
<b>TOTAL U-TAPAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL THAILAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>64.3</b>	<b>15</b>	<b>14</b>	
<b>TRINIDAD AND TOBAGO</b>																					
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	44	0	0	6.8	31.8	34.1	11.4	4.5	9.1	2.3	0.0	0.0	0.0	0.0	18	84.4	7	45	
<b>TOTAL PORT OF SPAIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.8</b>	<b>34.1</b>	<b>11.4</b>	<b>4.5</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.4</b>	<b>7</b>	<b>45</b>	
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	11.8	17.6	35.3	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	66.7	37	18	
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	0.0	44.4	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	12	18	
<b>TOTAL TOBAGO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>31.4</b>	<b>37.1</b>	<b>14.3</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>63.9</b>	<b>24</b>	<b>36</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.6</b>	<b>35.4</b>	<b>12.7</b>	<b>6.3</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.3</b>	<b>15</b>	<b>81</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	20	0	0	5.0	35.0	30.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>39.3</b>	<b>14.3</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TUNIS	TUNISAIR	S	18	0	2	0.0	0.0	0.0	5.0	40.0	40.0	5.0	0.0	0.0	0.0	10.0	67	39.3	25	28	
<b>TOTAL TUNIS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>40.0</b>	<b>40.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>67</b>	<b>39.3</b>	<b>25</b>	<b>28</b>	
<b>TOTAL TUNISIA</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>2.1</b>	<b>20.8</b>	<b>22.9</b>	<b>10.4</b>	<b>18.8</b>	<b>18.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>32</b>	<b>39.3</b>	<b>25</b>	<b>28</b>	
<b>TURKEY</b>																					
ANKARA (ESENBOGA)	THY TURKISH AIRLINES	S	14	0	0	7.1	14.3	57.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>14.3</b>	<b>57.1</b>	<b>7.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</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	33.3	19	3	
ANTALYA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	52	75.0	10	12	
<b>TOTAL ANTALYA</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>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>66.7</b>	<b>12</b>	<b>15</b>	
DALAMAN	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	0.0	16.7	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	57	50.0	18	2	
<b>TOTAL DALAMAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>57</b>	<b>50.0</b>	<b>18</b>	<b>2</b>	
ISTANBUL	FREEBIRD 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	25	0.0	0	0	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	10.5	24.2	37.9	20.2	7.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>24.0</b>	<b>37.6</b>	<b>20.8</b>	<b>7.2</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>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	44	0	0	11.4	45.5	34.1	6.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	56.8	16	44	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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 ISTANBUL (SABIHA GOKCEN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>45.5</b>	<b>34.1</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>56.8</b>	<b>16</b>	<b>44</b>
ISTANBUL ATATURK	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	71.8	12	124	
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>71.8</b>	<b>12</b>	<b>124</b>	
<b>TOTAL TURKEY</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>28.1</b>	<b>37.7</b>	<b>15.6</b>	<b>6.0</b>	<b>1.5</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.6</b>	<b>13</b>	<b>185</b>	
<b>TURKS AND CAICOS</b>																				
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	17	0	0	17.6	35.3	23.5	17.6	5.9	0.0	0.0	0.0	0.0	0.0	6	100.0	2	17	
<b>TOTAL PROVIDENCIALES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>17</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>17</b>	
<b>UKRAINE</b>																				
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	121	0	0	1.7	14.0	38.0	14.9	20.7	9.9	0.8	0.0	0.0	0.0	23	42.3	29	97	
<b>TOTAL KIEV (BORISPOL)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>14.0</b>	<b>38.0</b>	<b>14.9</b>	<b>20.7</b>	<b>9.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.3</b>	<b>29</b>	<b>97</b>	
<b>TOTAL UKRAINE</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>14.0</b>	<b>38.0</b>	<b>14.9</b>	<b>20.7</b>	<b>9.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.3</b>	<b>29</b>	<b>97</b>	
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	188	0	0	3.7	33.5	38.3	14.4	9.0	0.0	0.5	0.5	0.0	0.0	11	74.5	14	190	
<b>TOTAL DUBAI</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.5</b>	<b>38.3</b>	<b>14.4</b>	<b>9.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.5</b>	<b>14</b>	<b>190</b>	
<b>TOTAL UNITED ARAB</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>33.5</b>	<b>38.3</b>	<b>14.4</b>	<b>9.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.5</b>	<b>14</b>	<b>190</b>	
<b>UNITED KINGDOM</b>																				
ABERDEEN	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	93.3	4	60	
ABERDEEN	EASYJET UK LTD	S	54	0	0	9.3	37.0	40.7	7.4	5.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>37.0</b>	<b>40.7</b>	<b>7.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.3</b>	<b>4</b>	<b>60</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.1	9	341	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	340	0	0	6.5	45.9	26.2	8.8	8.8	1.5	1.5	0.9	0.0	0.0	12	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.9</b>	<b>26.2</b>	<b>8.8</b>	<b>8.8</b>	<b>1.5</b>	<b>1.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.1</b>	<b>9</b>	<b>341</b>	
BIRMINGHAM	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	2	2	
<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>2</b>	<b>2</b>	
BOURNEMOUTH	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	188	0	0	16.5	56.9	19.1	4.3	2.7	0.5	0.0	0.0	0.0	0.0	4	95.9	2	194	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	9	224	
EDINBURGH	EASYJET UK LTD	S	224	0	0	7.1	48.7	25.4	9.4	8.0	1.3	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>52.4</b>	<b>22.6</b>	<b>7.0</b>	<b>5.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.0</b>	<b>6</b>	<b>418</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	210	0	0	11.9	61.9	17.1	6.2	1.9	1.0	0.0	0.0	0.0	0.0	4	89.1	7	209	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.4	11	168	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GLASGOW	EASYJET UK LTD	S	170	0	0	12.9	47.1	21.8	7.6	7.6	1.2	1.8	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>55.3</b>	<b>19.2</b>	<b>6.8</b>	<b>4.5</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.2</b>	<b>9</b>	<b>377</b>
GUERNSEY	AURIGNY AIR SERVICES	S	294	0	3	1.0	50.8	31.3	8.4	2.4	3.0	2.0	0.0	0.0	0.0	1.0	10	89.9	6	258
<b>TOTAL GUERNSEY</b>			<b>294</b>	<b>0</b>	<b>3</b>	<b>1.0</b>	<b>50.8</b>	<b>31.3</b>	<b>8.4</b>	<b>2.4</b>	<b>3.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>89.9</b>	<b>6</b>	<b>258</b>
HEATHROW	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.4	7	132
INVERNESS	EASYJET UK LTD	S	130	0	0	22.3	47.7	17.7	7.7	3.1	1.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>22.3</b>	<b>47.7</b>	<b>17.7</b>	<b>7.7</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>0.0</b>	<b>5</b>	<b>92.4</b>	<b>7</b>	<b>132</b>
ISLE OF MAN	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	77.3	9	88
ISLE OF MAN	EASYJET UK LTD	S	84	0	0	2.4	52.4	23.8	9.5	9.5	2.4	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>52.4</b>	<b>23.8</b>	<b>9.5</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.3</b>	<b>9</b>	<b>88</b>
JERSEY	BRITISH AIRWAYS PLC	S	302	0	0	21.5	59.3	13.6	3.0	1.0	1.0	0.0	0.7	0.0	0.0	0.0	4	94.6	4	290
JERSEY	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	86.4	8	154
JERSEY	EASYJET UK LTD	S	152	0	0	27.0	46.1	20.4	4.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL JERSEY</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>54.8</b>	<b>15.9</b>	<b>3.5</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.9</b>	<b>5</b>	<b>444</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	12	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>12</b>	<b>1</b>
MANCHESTER	BMI REGIONAL	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	EASTERN AIRWAYS	C	1	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	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
MANCHESTER	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	12	1
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>20.0</b>	<b>12</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	166	0	2	4.2	57.7	30.4	1.2	2.4	0.6	2.4	0.0	0.0	0.0	1.2	6	88.1	7	168
<b>TOTAL NEWQUAY</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>57.7</b>	<b>30.4</b>	<b>1.2</b>	<b>2.4</b>	<b>0.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>88.1</b>	<b>7</b>	<b>168</b>
NORWICH	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 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>
SOUTHEND	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	166	1
STANSTED	TITAN AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL STANSTED</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>166</b>	<b>1</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
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
TEESSIDE INTERNATIONAL AIRPORT	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2
TEESSIDE INTERNATIONAL AIRPORT	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 TEESSIDE INTERNATIONAL AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>11</b>	<b>3</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2320</b>	<b>0</b>	<b>8</b>	<b>11.5</b>	<b>51.8</b>	<b>23.2</b>	<b>6.5</b>	<b>4.4</b>	<b>1.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>86.9</b>	<b>7</b>	<b>2295</b>
<b>USA</b>																				
BOSTON	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	26	44
BOSTON	NORWEGIAN AIR UK LTD	S	62	0	2	10.9	37.5	29.7	7.8	6.3	3.1	0.0	1.6	0.0	0.0	3.1	13	0.0	0	0
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>37.5</b>	<b>29.7</b>	<b>7.8</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>72.7</b>	<b>26</b>	<b>44</b>
CHICAGO (O'HARE)	NORWEGIAN AIR UK LTD	S	35	0	0	14.3	22.9	25.7	17.1	8.6	5.7	5.7	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>22.9</b>	<b>25.7</b>	<b>17.1</b>	<b>8.6</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DENVER INTERNATIONAL	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	10	26
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	27	0	0	3.7	11.1	33.3	18.5	7.4	18.5	0.0	7.4	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>11.1</b>	<b>33.3</b>	<b>18.5</b>	<b>7.4</b>	<b>18.5</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>73.1</b>	<b>10</b>	<b>26</b>
FORT LAUDERDALE	BRITISH AIRWAYS PLC	S	26	0	0	0.0	23.1	53.8	7.7	3.8	3.8	0.0	0.0	7.7	0.0	0.0	45	88.5	4	26
FORT LAUDERDALE	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	36
FORT LAUDERDALE	NORWEGIAN AIR UK LTD	S	62	0	0	12.9	12.9	32.3	11.3	17.7	9.7	3.2	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>15.9</b>	<b>38.6</b>	<b>10.2</b>	<b>13.6</b>	<b>8.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>80.6</b>	<b>11</b>	<b>62</b>
LAS VEGAS	BRITISH AIRWAYS PLC	S	27	0	0	7.4	25.9	22.2	14.8	14.8	11.1	3.7	0.0	0.0	0.0	0.0	26	0.0	0	0
LAS VEGAS	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	66.7	15	18
LAS VEGAS	NORWEGIAN AIR UK LTD	S	34	0	0	23.5	23.5	32.4	8.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	17.1	17.1	40.0	20.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	10	89.7	5	39
<b>TOTAL LAS VEGAS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>21.9</b>	<b>32.3</b>	<b>14.6</b>	<b>9.4</b>	<b>4.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.5</b>	<b>8</b>	<b>57</b>
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.7	35	60
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	62	0	0	21.0	27.4	32.3	11.3	4.8	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>27.4</b>	<b>32.3</b>	<b>11.3</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>61.7</b>	<b>35</b>	<b>60</b>
MINNEAPOLIS-ST PAUL	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	192	1
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>192</b>	<b>1</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	37	0	2	7.7	48.7	25.6	2.6	10.3	0.0	0.0	0.0	0.0	0.0	5.1	6	61.3	35	56
NEW YORK (JF KENNEDY)	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.8	38	115
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	160	0	0	7.5	31.3	32.5	15.6	9.4	3.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>197</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>34.7</b>	<b>31.2</b>	<b>13.1</b>	<b>9.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>60.3</b>	<b>37</b>	<b>171</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
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
NEWBURGH/USA	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	160	1
<b>TOTAL NEWBURGH/USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>160</b>	<b>1</b>
OAKLAND	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.3	8	22
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	74.3	19	35
OAKLAND	NORWEGIAN AIR UK LTD	S	27	0	0	7.4	33.3	33.3	18.5	3.7	3.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL OAKLAND</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>33.3</b>	<b>33.3</b>	<b>18.5</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.9</b>	<b>14</b>	<b>57</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	8.1	29.0	30.6	16.1	6.5	3.2	6.5	0.0	0.0	0.0	0.0	20	80.3	11	60
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	0.0	0	44.4	20	18
ORLANDO	NORWEGIAN AIR UK LTD	S	45	0	0	11.1	42.2	33.3	8.9	4.4	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	68	0	0	14.7	25.0	30.9	19.1	8.8	0.0	0.0	1.5	0.0	0.0	0.0	13	80.6	9	67
<b>TOTAL ORLANDO</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>30.9</b>	<b>31.4</b>	<b>15.4</b>	<b>6.9</b>	<b>1.1</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.0</b>	<b>11</b>	<b>145</b>
SEATTLE (TACOMA)	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	80.6	17	36
<b>TOTAL SEATTLE (TACOMA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.6</b>	<b>17</b>	<b>36</b>
TAMPA	BRITISH AIRWAYS PLC	S	52	0	0	11.5	48.1	21.2	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	77.6	9	49
TAMPA	NORWEGIAN AIR UK LTD	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	12	0.0	0	0
<b>TOTAL TAMPA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>44.3</b>	<b>24.3</b>	<b>12.9</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>77.6</b>	<b>9</b>	<b>49</b>
<b>TOTAL USA</b>			<b>839</b>	<b>0</b>	<b>4</b>	<b>11.0</b>	<b>29.7</b>	<b>31.4</b>	<b>13.4</b>	<b>8.5</b>	<b>3.7</b>	<b>1.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>71.5</b>	<b>21</b>	<b>709</b>
<b>VIETNAM</b>																				
PHU QUOC INTERNATIONAL	TUI AIRWAYS LTD	C	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	55.6	26	9
<b>TOTAL PHU QUOC INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</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>0.0</b>	<b>10</b>	<b>55.6</b>	<b>26</b>	<b>9</b>
<b>TOTAL VIETNAM</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</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>0.0</b>	<b>10</b>	<b>55.6</b>	<b>26</b>	<b>9</b>
<b>TOTAL GATWICK</b>			<b>19463</b>	<b>0</b>	<b>55</b>	<b>8.7</b>	<b>41.1</b>	<b>31.4</b>	<b>9.1</b>	<b>5.8</b>	<b>2.6</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>80.8</b>	<b>11</b>	<b>18748</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	TUI AIRWAYS LTD	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	94	0.0	0	0	
<b>TOTAL LINZ</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>94</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	32	50.0	25	8	
<b>TOTAL SALZBURG</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</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>50.0</b>	<b>25</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</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>47</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	75.0	11	4	
<b>TOTAL BRIDGETOWN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>11</b>	<b>4</b>	
<b>TOTAL BARBADOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>11</b>	<b>4</b>	
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	27	18	
<b>TOTAL CHARLEROI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>27</b>	<b>18</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>66.7</b>	<b>27</b>	<b>18</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	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>50.0</b>	<b>18</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	12	0	0	41.7	8.3	16.7	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	20	64.3	16	14	
<b>TOTAL TORONTO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.3</b>	<b>16</b>	<b>14</b>	
<b>TOTAL CANADA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>64.3</b>	<b>16</b>	<b>14</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
<b>TOTAL CAPE VERDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	33.3	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	4	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>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>75.0</b>	<b>7</b>	<b>4</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>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>75.0</b>	<b>7</b>	<b>4</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	9	4	
<b>TOTAL HURGHADA</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>13</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
<b>TOTAL EGYPT</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>13</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
<b>FRANCE</b>																					
CHAMBERY	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	25	75.0	22	8	
<b>TOTAL CHAMBERY</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>25</b>	<b>75.0</b>	<b>22</b>	<b>8</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>GRENOBLE</b>	JET2.COM LTD	S	8	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	42	8	
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>42</b>	<b>8</b>	
<b>LYON</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<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>100.0</b>	<b>0</b>	<b>1</b>	
<b>PARIS (CHARLES DE GAULLE)</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	52.1	21	48	
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET UK LTD	S	48	0	0	0.0	25.0	45.8	18.8	6.3	4.2	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>18.8</b>	<b>6.3</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>52.1</b>	<b>21</b>	<b>48</b>	
<b>TOTAL FRANCE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.6</b>	<b>39.1</b>	<b>21.9</b>	<b>7.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>55.4</b>	<b>24</b>	<b>65</b>	
<b>GERMANY</b>																					
<b>BERLIN BRANDENBURG</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	88.7	5	62	
<b>BERLIN BRANDENBURG</b>	EASYJET UK LTD	S	40	0	0	2.5	45.0	37.5	12.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>BERLIN BRANDENBURG</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	66.7	16	54	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>45.0</b>	<b>37.5</b>	<b>12.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.4</b>	<b>10</b>	<b>116</b>	
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	56	0	2	0.0	50.0	36.2	8.6	1.7	0.0	0.0	0.0	0.0	0.0	3.4	5	12.5	47	40	
<b>TOTAL DUSSELDORF</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>50.0</b>	<b>36.2</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>5</b>	<b>12.5</b>	<b>47</b>	<b>40</b>	
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	60	0	2	1.6	41.9	38.7	11.3	3.2	0.0	0.0	0.0	0.0	0.0	3.2	7	0.0	38	1	
<b>FRANKFURT MAIN</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	69.2	14	52	
<b>TOTAL FRANKFURT MAIN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>41.9</b>	<b>38.7</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>3.2</b>	<b>7</b>	<b>67.9</b>	<b>15</b>	<b>53</b>	
<b>MUNICH</b>	LUFTHANSA	S	40	0	2	2.4	23.8	28.6	26.2	4.8	4.8	4.8	0.0	0.0	0.0	4.8	20	72.2	10	34	
<b>TOTAL MUNICH</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>23.8</b>	<b>28.6</b>	<b>26.2</b>	<b>4.8</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>20</b>	<b>72.2</b>	<b>10</b>	<b>34</b>	
<b>TOTAL GERMANY</b>			<b>196</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>41.1</b>	<b>35.6</b>	<b>13.9</b>	<b>3.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>9</b>	<b>64.5</b>	<b>17</b>	<b>243</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	WIZZ AIR	S	18	0	0	5.6	33.3	33.3	0.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	15	50.0	16	18	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</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>50.0</b>	<b>16</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</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>50.0</b>	<b>16</b>	<b>18</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>KEFLAVIK</b>	ICELANDAIR	S	56	0	0	8.9	64.3	19.6	1.8	1.8	1.8	1.8	0.0	0.0	0.0	0.0	6	55.0	45	40	
<b>KEFLAVIK</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	100.0	0	1	
<b>TOTAL KEFLAVIK</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>63.2</b>	<b>19.3</b>	<b>3.5</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>56.1</b>	<b>44</b>	<b>41</b>	
<b>TOTAL ICELAND</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>63.2</b>	<b>19.3</b>	<b>3.5</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>56.1</b>	<b>44</b>	<b>41</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	AER LINGUS	S	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	4	83.3	9	36	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL CORK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.3</b>	<b>36.7</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
DONEGAL	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	69.2	28	24	
DONEGAL	LOGANAIR LTD	S	26	0	0	15.4	46.2	15.4	3.8	3.8	15.4	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL DONEGAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>15.4</b>	<b>3.8</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>17</b>	<b>69.2</b>	<b>28</b>	<b>24</b>	
DUBLIN	AER LINGUS	S	248	0	0	14.9	58.1	22.2	3.2	0.8	0.8	0.0	0.0	0.0	0.0	0.0	3	79.6	9	230	
DUBLIN	RYANAIR	S	176	0	0	11.4	54.5	24.4	4.5	3.4	0.6	0.6	0.6	0.0	0.0	0.0	6	83.0	11	176	
<b>TOTAL DUBLIN</b>			<b>424</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>56.6</b>	<b>23.1</b>	<b>3.8</b>	<b>1.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.0</b>	<b>10</b>	<b>406</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>55.8</b>	<b>23.5</b>	<b>4.2</b>	<b>1.9</b>	<b>1.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>11</b>	<b>466</b>	
<b>ITALY</b>																					
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	20	
<b>TOTAL MILAN (MALPENSA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>13</b>	<b>20</b>	
TURIN	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	6	62.5	12	8	
<b>TOTAL TURIN</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>6</b>	<b>62.5</b>	<b>12</b>	<b>8</b>	
VENICE	EASYJET UK LTD	S	18	0	0	33.3	61.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>61.1</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>57.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>60.7</b>	<b>12</b>	<b>28</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	61	0.0	46	2	
<b>TOTAL MONTEGO BAY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>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>61</b>	<b>0.0</b>	<b>46</b>	<b>2</b>	
<b>TOTAL JAMAICA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>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>61</b>	<b>0.0</b>	<b>46</b>	<b>2</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10	
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
<b>TOTAL LATVIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>10</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	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	61.8	20	34	
AMSTERDAM	EASYJET UK LTD	S	34	0	0	8.8	41.2	38.2	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
AMSTERDAM	KLM	S	130	0	4	2.2	41.8	43.3	8.2	0.7	0.0	0.7	0.0	0.0	0.0	3.0	6	78.8	11	164	
AMSTERDAM	KLM CITYHOPPER	S	62	0	0	1.6	40.3	51.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	10	28	
<b>TOTAL AMSTERDAM</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>41.3</b>	<b>44.8</b>	<b>6.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>6</b>	<b>76.3</b>	<b>12</b>	<b>226</b>	
<b>TOTAL NETHERLANDS</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>41.3</b>	<b>44.8</b>	<b>6.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>6</b>	<b>76.3</b>	<b>12</b>	<b>226</b>	
<b>POLAND</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	75.0	8	8	
<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>75.0</b>	<b>8</b>	<b>8</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	72.2	9	18	
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KRAKOW	RYANAIR	S	18	0	0	0.0	11.1	44.4	16.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	33.3	42	18
<b>TOTAL KRAKOW</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>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>33.3</b>	<b>42</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	9	26
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>9</b>	<b>26</b>
WROCLAW	RYANAIR	S	16	0	0	0.0	25.0	18.8	12.5	31.3	12.5	0.0	0.0	0.0	0.0	0.0	29	70.0	16	20
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>70.0</b>	<b>16</b>	<b>20</b>
<b>TOTAL POLAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>32.4</b>	<b>14.7</b>	<b>26.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.9</b>	<b>17</b>	<b>90</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	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	85.0	7	20
FARO	EASYJET UK LTD	S	21	0	0	19.0	52.4	14.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL FARO</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>52.4</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.0</b>	<b>7</b>	<b>20</b>
LISBON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	19	18
<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>44.4</b>	<b>19</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>52.4</b>	<b>14.3</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>65.8</b>	<b>13</b>	<b>38</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>10</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	11.5	46.2	23.1	7.7	3.8	7.7	0.0	0.0	0.0	0.0	0.0	10	56.3	14	16
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>56.3</b>	<b>14</b>	<b>16</b>
<b>TOTAL ROMANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>56.3</b>	<b>14</b>	<b>16</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	4	38
ALICANTE	EASYJET UK LTD	S	38	0	0	13.2	57.9	21.1	5.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
ALICANTE	JET2.COM LTD	S	30	0	0	3.3	60.0	26.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	8	80.0	12	30
ALICANTE	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	67.9	17	28
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	17	10
<b>TOTAL ALICANTE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>52.6</b>	<b>24.4</b>	<b>7.7</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>0.0</b>	<b>7</b>	<b>80.2</b>	<b>11</b>	<b>106</b>
BARCELONA	JET2.COM LTD	S	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
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	26	36
<b>TOTAL MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>26</b>	<b>36</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MALAGA	EASYJET AIRLINE COMPANY LTD	S	0	0	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	36
MALAGA	EASYJET UK LTD	S	34	0	0	11.8	32.4	32.4	8.8	8.8	5.9	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
MALAGA	JET2.COM 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	19	0.0	0	0
MALAGA	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	61.8	17	34
<b>TOTAL MALAGA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>31.6</b>	<b>31.6</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.0</b>	<b>13</b>	<b>70</b>
VALENCIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18
<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>88.9</b>	<b>6</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>44.8</b>	<b>29.9</b>	<b>8.2</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>73.5</b>	<b>13</b>	<b>234</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	34	0	0	23.5	50.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	8	28
ARRECIFE	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	16	18
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	62.1	17	29
ARRECIFE	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	77.8	20	9
<b>TOTAL ARRECIFE</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>43.9</b>	<b>28.1</b>	<b>8.8</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>0.0</b>	<b>6</b>	<b>72.6</b>	<b>14</b>	<b>84</b>
FUERTEVENTURA	JET2.COM LTD	S	20	0	0	10.0	35.0	35.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	61.1	18	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	33.3	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	9	20
<b>TOTAL FUERTEVENTURA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>34.2</b>	<b>42.1</b>	<b>5.3</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>71.1</b>	<b>14</b>	<b>38</b>
LAS PALMAS	JET2.COM LTD	S	28	0	0	10.7	42.9	21.4	21.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	70.8	9	24
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	8	12
LAS PALMAS	TUI AIRWAYS LTD	C	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	7	10
<b>TOTAL LAS PALMAS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>46.3</b>	<b>26.8</b>	<b>14.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.9</b>	<b>8</b>	<b>46</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	50	0	0	8.0	46.0	20.0	8.0	12.0	4.0	2.0	0.0	0.0	0.0	0.0	14	91.7	7	48
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	50	0	0	2.0	34.0	34.0	18.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	12	81.0	8	58
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	37.5	37.5	0.0	6.3	0.0	6.3	6.3	0.0	0.0	105	64.3	18	14
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>35.3</b>	<b>28.4</b>	<b>16.4</b>	<b>8.6</b>	<b>4.3</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.3</b>	<b>9</b>	<b>120</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>38.9</b>	<b>30.2</b>	<b>12.7</b>	<b>6.7</b>	<b>2.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.1</b>	<b>11</b>	<b>288</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	15	24
GENEVA	EASYJET UK LTD	S	24	0	0	8.3	54.2	33.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL GENEVA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>33.3</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>0.0</b>	<b>3</b>	<b>70.8</b>	<b>15</b>	<b>24</b>
<b>TOTAL SWITZERLAND</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>33.3</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>0.0</b>	<b>3</b>	<b>70.8</b>	<b>15</b>	<b>24</b>
<b>TURKEY</b>																				
ANTALYA	THOMAS COOK AIRLINES 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	87.5	8	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>4</b>	<b>87.5</b>	<b>8</b>	<b>8</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>4</b>	<b>87.5</b>	<b>8</b>	<b>8</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	0	4.8	21.0	41.9	15.3	12.9	2.4	0.8	0.8	0.0	0.0	0.0	17	57.9	16	125	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>41.9</b>	<b>15.3</b>	<b>12.9</b>	<b>2.4</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>57.9</b>	<b>16</b>	<b>125</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>21.0</b>	<b>41.9</b>	<b>15.3</b>	<b>12.9</b>	<b>2.4</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>57.9</b>	<b>16</b>	<b>125</b>	
<b>UNITED KINGDOM</b>																					
BARRA	LOGANAIR LTD	S	84	0	14	4.1	28.6	33.7	7.1	6.1	2.0	2.0	2.0	0.0	0.0	14.3	20	72.9	11	94	
<b>TOTAL BARRA</b>			<b>84</b>	<b>0</b>	<b>14</b>	<b>4.1</b>	<b>28.6</b>	<b>33.7</b>	<b>7.1</b>	<b>6.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>20</b>	<b>72.9</b>	<b>11</b>	<b>94</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	180	0	0	7.8	62.8	18.9	3.9	3.3	2.8	0.6	0.0	0.0	0.0	0.0	6	86.7	9	215	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>62.8</b>	<b>18.9</b>	<b>3.9</b>	<b>3.3</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.7</b>	<b>9</b>	<b>215</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.6	9	188	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	182	0	0	3.8	63.7	17.6	7.7	4.9	1.1	1.1	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>63.7</b>	<b>17.6</b>	<b>7.7</b>	<b>4.9</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>85.6</b>	<b>9</b>	<b>188</b>	
BENBECULA	LOGANAIR LTD	S	79	0	0	2.5	51.9	19.0	5.1	6.3	6.3	5.1	3.8	0.0	0.0	0.0	27	67.1	28	74	
<b>TOTAL BENBECULA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>51.9</b>	<b>19.0</b>	<b>5.1</b>	<b>6.3</b>	<b>6.3</b>	<b>5.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>67.1</b>	<b>28</b>	<b>74</b>	
BIRMINGHAM	FLYBE LTD	S	305	0	2	1.6	51.1	29.6	8.1	4.9	2.9	0.7	0.3	0.0	0.0	0.7	10	81.7	14	327	
BIRMINGHAM	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL BIRMINGHAM</b>			<b>305</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>51.1</b>	<b>29.6</b>	<b>8.1</b>	<b>4.9</b>	<b>2.9</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>81.8</b>	<b>14</b>	<b>329</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.0	17	189	
BRISTOL	EASYJET UK LTD	S	190	0	0	4.2	38.4	33.7	11.6	6.3	5.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
BRISTOL	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	51	1	
<b>TOTAL BRISTOL</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>38.4</b>	<b>33.7</b>	<b>11.6</b>	<b>6.3</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>12</b>	<b>72.6</b>	<b>17</b>	<b>190</b>	
CAMPBELTOWN	LOGANAIR LTD	S	73	0	9	14.6	24.4	31.7	3.7	3.7	6.1	3.7	1.2	0.0	0.0	11.0	20	79.8	5	75	
<b>TOTAL CAMPBELTOWN</b>			<b>73</b>	<b>0</b>	<b>9</b>	<b>14.6</b>	<b>24.4</b>	<b>31.7</b>	<b>3.7</b>	<b>3.7</b>	<b>6.1</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>20</b>	<b>79.8</b>	<b>5</b>	<b>75</b>	
CARDIFF WALES	FLYBE LTD	S	38	0	0	0.0	52.6	28.9	2.6	5.3	10.5	0.0	0.0	0.0	0.0	0.0	15	67.4	14	46	
<b>TOTAL CARDIFF WALES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.6</b>	<b>28.9</b>	<b>2.6</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>14</b>	<b>46</b>	
CITY OF DERRY (EGLINTON)	LOGANAIR LTD	S	44	0	0	4.5	43.2	22.7	4.5	9.1	11.4	4.5	0.0	0.0	0.0	0.0	22	0.0	0	0	
CITY OF DERRY (EGLINTON)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	12	42	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>43.2</b>	<b>22.7</b>	<b>4.5</b>	<b>9.1</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>22</b>	<b>95.2</b>	<b>12</b>	<b>42</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	144	0	0	1.4	46.5	27.8	9.0	9.7	2.8	2.8	0.0	0.0	0.0	0.0	13	79.9	20	133	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>46.5</b>	<b>27.8</b>	<b>9.0</b>	<b>9.7</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>13</b>	<b>79.9</b>	<b>20</b>	<b>133</b>	
EXETER	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EXETER	FLYBE LTD	S	32	0	0	6.3	43.8	28.1	9.4	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	72.2	16	36
<b>TOTAL EXETER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>28.1</b>	<b>9.4</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>73.0</b>	<b>15</b>	<b>37</b>
GATWICK	BRITISH AIRWAYS PLC	S	210	0	0	8.6	63.8	19.5	5.7	1.0	1.4	0.0	0.0	0.0	0.0	0.0	4	89.6	6	210
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	168
GATWICK	EASYJET UK LTD	S	170	0	0	9.4	41.2	28.2	8.8	6.5	3.5	1.2	1.2	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL GATWICK</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>53.7</b>	<b>23.4</b>	<b>7.1</b>	<b>3.4</b>	<b>2.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.7</b>	<b>9</b>	<b>378</b>
HEATHROW	BRITISH AIRWAYS PLC	S	452	0	2	4.6	54.0	29.1	5.1	4.6	1.8	0.4	0.0	0.0	0.0	0.4	7	78.8	11	468
<b>TOTAL HEATHROW</b>			<b>452</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>54.0</b>	<b>29.1</b>	<b>5.1</b>	<b>4.6</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>78.8</b>	<b>11</b>	<b>468</b>
INVERNESS	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
INVERNESS	LOGANAIR LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISLAY	LOGANAIR LTD	S	88	0	16	1.9	26.9	26.0	3.8	3.8	20.2	1.9	0.0	0.0	0.0	15.4	28	59.4	25	96
<b>TOTAL ISLAY</b>			<b>88</b>	<b>0</b>	<b>16</b>	<b>1.9</b>	<b>26.9</b>	<b>26.0</b>	<b>3.8</b>	<b>3.8</b>	<b>20.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>28</b>	<b>59.4</b>	<b>25</b>	<b>96</b>
ISLE OF MAN	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	27	16
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>27</b>	<b>16</b>
JERSEY	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	55.0	23	20
JERSEY	EASYJET UK LTD	S	20	0	0	10.0	70.0	5.0	5.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL JERSEY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>70.0</b>	<b>5.0</b>	<b>5.0</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>17</b>	<b>55.0</b>	<b>23</b>	<b>20</b>
KIRKWALL	LOGANAIR LTD	S	53	0	1	9.3	46.3	24.1	1.9	5.6	7.4	3.7	0.0	0.0	0.0	1.9	17	62.1	18	58
<b>TOTAL KIRKWALL</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>46.3</b>	<b>24.1</b>	<b>1.9</b>	<b>5.6</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>62.1</b>	<b>18</b>	<b>58</b>
LONDON CITY	BA CITYFLYER LTD	S	255	0	2	4.3	57.6	24.1	6.6	5.1	1.2	0.4	0.0	0.0	0.0	0.8	6	78.9	12	247
<b>TOTAL LONDON CITY</b>			<b>255</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>57.6</b>	<b>24.1</b>	<b>6.6</b>	<b>5.1</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>78.0</b>	<b>12</b>	<b>247</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.6	12	140
LUTON	EASYJET UK LTD	S	144	0	0	9.0	53.5	22.9	4.2	5.6	3.5	0.7	0.7	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL LUTON</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>53.5</b>	<b>22.9</b>	<b>4.2</b>	<b>5.6</b>	<b>3.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.6</b>	<b>12</b>	<b>140</b>
MANCHESTER	FLYBE LTD	S	103	0	2	4.8	53.3	19.0	10.5	6.7	2.9	1.0	0.0	0.0	0.0	1.9	10	70.4	10	132
MANCHESTER	ICELANDAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	50.0	24	30
<b>TOTAL MANCHESTER</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>52.3</b>	<b>19.6</b>	<b>11.2</b>	<b>6.5</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>10</b>	<b>66.5</b>	<b>12</b>	<b>162</b>
NORWICH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	30	33
<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>62.5</b>	<b>30</b>	<b>33</b>
SOUTHAMPTON	FLYBE LTD	S	241	0	2	2.5	51.9	32.1	5.3	4.1	1.6	1.6	0.0	0.0	0.0	0.8	8	84.8	8	208
<b>TOTAL SOUTHAMPTON</b>			<b>241</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>51.9</b>	<b>32.1</b>	<b>5.3</b>	<b>4.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>84.8</b>	<b>8</b>	<b>208</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	86.2	8	58

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.2</b>	<b>8</b>	<b>58</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.5	20	166
STANSTED	EASYJET UK LTD	S	174	0	0	5.2	42.0	30.5	8.0	8.0	5.2	1.1	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL STANSTED</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>42.0</b>	<b>30.5</b>	<b>8.0</b>	<b>8.0</b>	<b>5.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.5</b>	<b>20</b>	<b>166</b>
STORNOWAY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	15	125
STORNOWAY	LOGANAIR LTD	S	168	0	0	13.7	42.9	31.0	4.8	3.6	0.6	1.8	1.8	0.0	0.0	0.0	11	70.2	23	197
<b>TOTAL STORNOWAY</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>42.9</b>	<b>31.0</b>	<b>4.8</b>	<b>3.6</b>	<b>0.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.5</b>	<b>20</b>	<b>322</b>
SUMBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	15	12
SUMBURGH	LOGANAIR LTD	S	71	0	1	15.3	45.8	25.0	5.6	2.8	2.8	1.4	0.0	0.0	0.0	1.4	9	60.6	29	70
<b>TOTAL SUMBURGH</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>15.3</b>	<b>45.8</b>	<b>25.0</b>	<b>5.6</b>	<b>2.8</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>63.9</b>	<b>27</b>	<b>82</b>
TIREE	LOGANAIR LTD	S	90	0	13	5.8	38.8	23.3	3.9	0.0	10.7	2.9	1.9	0.0	0.0	12.6	24	72.7	16	96
<b>TOTAL TIREE</b>			<b>90</b>	<b>0</b>	<b>13</b>	<b>5.8</b>	<b>38.8</b>	<b>23.3</b>	<b>3.9</b>	<b>0.0</b>	<b>10.7</b>	<b>2.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12.6</b>	<b>24</b>	<b>72.7</b>	<b>16</b>	<b>96</b>
WICK JOHN O GROATS	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3596</b>	<b>0</b>	<b>64</b>	<b>5.7</b>	<b>49.4</b>	<b>26.5</b>	<b>6.4</b>	<b>4.9</b>	<b>3.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>76.8</b>	<b>14</b>	<b>3973</b>
<b>TOTAL GLASGOW</b>			<b>5341</b>	<b>0</b>	<b>74</b>	<b>6.3</b>	<b>47.5</b>	<b>28.0</b>	<b>7.3</b>	<b>5.0</b>	<b>3.2</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>75.2</b>	<b>14</b>	<b>5983</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	42	0	0	7.1	19.0	26.2	19.0	23.8	4.8	0.0	0.0	0.0	0.0	0.0	19	52.3	31	42	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>19.0</b>	<b>26.2</b>	<b>19.0</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>19</b>	<b>52.3</b>	<b>31</b>	<b>42</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>19.0</b>	<b>26.2</b>	<b>19.0</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>19</b>	<b>52.3</b>	<b>31</b>	<b>42</b>	
<b>ANGOLA</b>																					
LUANDA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	1	14	
<b>TOTAL LUANDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>	<b>14</b>	
<b>TOTAL ANGOLA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>	<b>14</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	4.8	43.5	38.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	82.3	10	62	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>43.5</b>	<b>38.7</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.3</b>	<b>10</b>	<b>62</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>43.5</b>	<b>38.7</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.3</b>	<b>10</b>	<b>62</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	60	0	2	0.0	16.1	41.9	17.7	11.3	3.2	0.0	3.2	3.2	0.0	3.2	53	62.9	16	60	
<b>TOTAL MELBOURNE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.1</b>	<b>41.9</b>	<b>17.7</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>53</b>	<b>62.9</b>	<b>16</b>	<b>60</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	0.0	29.0	45.2	16.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	13	83.9	8	62	
SYDNEY	QANTAS	S	62	0	0	0.0	24.2	40.3	19.4	9.7	4.8	0.0	1.6	0.0	0.0	0.0	19	83.9	13	62	
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.6</b>	<b>42.7</b>	<b>17.7</b>	<b>7.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.9</b>	<b>10</b>	<b>124</b>	
<b>TOTAL AUSTRALIA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.1</b>	<b>42.5</b>	<b>17.7</b>	<b>8.6</b>	<b>4.3</b>	<b>0.0</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>28</b>	<b>76.9</b>	<b>12</b>	<b>184</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	63	0	4	7.5	38.8	35.8	4.5	4.5	0.0	0.0	3.0	0.0	0.0	6.0	12	76.3	14	59	
<b>TOTAL INNSBRUCK</b>			<b>63</b>	<b>0</b>	<b>4</b>	<b>7.5</b>	<b>38.8</b>	<b>35.8</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>12</b>	<b>76.3</b>	<b>14</b>	<b>59</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	32	0	0	25.0	31.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.2	3	34	
SALZBURG	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	55.6	23	18	
<b>TOTAL SALZBURG</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>78.8</b>	<b>10</b>	<b>52</b>	
VIENNA	AUSTRIAN AIRLINES	S	171	0	0	3.5	25.1	43.9	18.1	6.4	2.9	0.0	0.0	0.0	0.0	0.0	12	66.1	15	171	
VIENNA	BRITISH AIRWAYS PLC	S	241	0	1	20.2	43.0	28.1	4.1	2.9	1.2	0.0	0.0	0.0	0.0	0.4	4	87.8	6	246	
<b>TOTAL VIENNA</b>			<b>412</b>	<b>0</b>	<b>1</b>	<b>13.3</b>	<b>35.6</b>	<b>34.6</b>	<b>9.9</b>	<b>4.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>78.9</b>	<b>10</b>	<b>417</b>	
<b>TOTAL AUSTRIA</b>			<b>507</b>	<b>0</b>	<b>5</b>	<b>13.3</b>	<b>35.7</b>	<b>35.0</b>	<b>9.0</b>	<b>4.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>78.6</b>	<b>10</b>	<b>528</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	28	0	0	3.6	28.6	50.0	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	14	36	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.1</b>	<b>14</b>	<b>36</b>	
<b>TOTAL AZERBAIJAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.1</b>	<b>14</b>	<b>36</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	62	0	0	12.9	37.1	41.9	4.8	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	76.2	60	63	
BAHRAIN	GULF AIR	S	124	0	0	3.2	25.0	37.1	16.1	10.5	6.5	0.8	0.8	0.0	0.0	0.0	19	73.6	32	125	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.0</b>	<b>38.7</b>	<b>12.4</b>	<b>7.5</b>	<b>4.8</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>74.5</b>	<b>41</b>	<b>188</b>
<b>TOTAL BAHRAIN BANGLADESH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.0</b>	<b>38.7</b>	<b>12.4</b>	<b>7.5</b>	<b>4.8</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>74.5</b>	<b>41</b>	<b>188</b>
<b>DHAKHA</b>	BIMAN BANGLADESH AIRLINES	S	50	0	0	8.0	14.0	32.0	26.0	10.0	2.0	4.0	4.0	0.0	0.0	0.0	30	12.5	68	32
<b>TOTAL DHAKHA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>14.0</b>	<b>32.0</b>	<b>26.0</b>	<b>10.0</b>	<b>2.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>12.5</b>	<b>68</b>	<b>32</b>
<b>TOTAL BANGLADESH</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>14.0</b>	<b>32.0</b>	<b>26.0</b>	<b>10.0</b>	<b>2.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>12.5</b>	<b>68</b>	<b>32</b>
<b>BARBADOS</b>																				
<b>BRIDGETOWN</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	50.0	17	4
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	0.0	72.2	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	35	18
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>32</b>	<b>22</b>
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>72.2</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>32</b>	<b>22</b>
<b>BELGIUM</b>																				
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	302	0	2	12.8	51.0	26.0	5.6	3.0	0.7	0.0	0.3	0.0	0.0	0.7	5	85.8	7	304
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	178	0	0	3.4	41.6	38.8	9.0	3.4	3.9	0.0	0.0	0.0	0.0	0.0	9	61.5	15	179
<b>TOTAL BRUSSELS</b>			<b>480</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>47.5</b>	<b>30.7</b>	<b>6.8</b>	<b>3.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>76.9</b>	<b>10</b>	<b>483</b>
<b>TOTAL BELGIUM</b>			<b>480</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>47.5</b>	<b>30.7</b>	<b>6.8</b>	<b>3.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7</b>	<b>76.9</b>	<b>10</b>	<b>483</b>
<b>BRAZIL</b>																				
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	62	0	0	8.1	19.4	54.8	9.7	6.5	1.6	0.0	0.0	0.0	0.0	0.0	9	70.4	31	54
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>54.8</b>	<b>9.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.4</b>	<b>31</b>	<b>54</b>
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	80	0	0	22.5	17.5	35.0	13.8	6.3	2.5	0.0	0.0	2.5	0.0	0.0	26	82.3	33	62
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	62	0	0	9.7	33.9	27.4	17.7	6.5	3.2	1.6	0.0	0.0	0.0	0.0	13	72.6	14	62
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>24.6</b>	<b>31.7</b>	<b>15.5</b>	<b>6.3</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.4</b>	<b>23</b>	<b>124</b>
<b>TOTAL BRAZIL</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>23.0</b>	<b>38.7</b>	<b>13.7</b>	<b>6.4</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.3</b>	<b>25</b>	<b>178</b>
<b>BRUNEI</b>																				
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	0	1.6	29.0	21.0	14.5	14.5	14.5	3.2	1.6	0.0	0.0	0.0	32	78.3	17	60
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.0</b>	<b>21.0</b>	<b>14.5</b>	<b>14.5</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>78.3</b>	<b>17</b>	<b>60</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.0</b>	<b>21.0</b>	<b>14.5</b>	<b>14.5</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>78.3</b>	<b>17</b>	<b>60</b>
<b>BULGARIA</b>																				
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	70	0	0	20.0	40.0	34.3	1.4	1.4	1.4	0.0	0.0	1.4	0.0	0.0	12	88.6	5	70
<b>SOFIA</b>	BULGARIA AIR	S	46	0	0	15.2	30.4	23.9	28.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	8	42.2	21	45
<b>TOTAL SOFIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>36.2</b>	<b>30.2</b>	<b>12.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.4</b>	<b>12</b>	<b>115</b>
<b>TOTAL BULGARIA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>36.2</b>	<b>30.2</b>	<b>12.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.4</b>	<b>12</b>	<b>115</b>
<b>CANADA</b>																				
<b>CALGARY</b>	AIR CANADA	S	62	0	0	9.7	22.6	38.7	12.9	8.1	6.5	0.0	1.6	0.0	0.0	0.0	17	54.8	18	62



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
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	
CALGARY	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	82.3	11	62	
<b>TOTAL CALGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>22.6</b>	<b>38.7</b>	<b>12.9</b>	<b>8.1</b>	<b>6.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.5</b>	<b>15</b>	<b>124</b>	
HALIFAX INT	AIR CANADA	S	34	0	0	8.8	35.3	32.4	8.8	8.8	5.9	0.0	0.0	0.0	0.0	11	59.5	39	36	
<b>TOTAL HALIFAX INT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>35.3</b>	<b>32.4</b>	<b>8.8</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>59.5</b>	<b>39</b>	<b>36</b>	
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	4.8	30.6	38.7	9.7	12.9	3.2	0.0	0.0	0.0	0.0	13	64.5	20	60	
MONTREAL (DORVAL)	AIR 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	10	0.0	0	0	
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	62	0	0	11.3	17.7	29.0	12.9	14.5	11.3	3.2	0.0	0.0	0.0	26	62.9	31	62	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>24.0</b>	<b>34.4</b>	<b>11.2</b>	<b>13.6</b>	<b>7.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.7</b>	<b>26</b>	<b>122</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	51	0	1	7.7	21.2	40.4	11.5	5.8	11.5	0.0	0.0	0.0	1.9	18	60.0	28	54	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>21.2</b>	<b>40.4</b>	<b>11.5</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>60.0</b>	<b>28</b>	<b>54</b>	
ST JOHNS	AIR CANADA	S	18	0	2	10.0	50.0	10.0	15.0	0.0	5.0	0.0	0.0	0.0	10.0	9	0.0	0	0	
<b>TOTAL ST JOHNS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR CANADA	S	237	0	1	5.9	22.7	38.2	13.9	13.0	4.6	0.4	0.8	0.0	0.4	18	60.7	20	239	
TORONTO	BRITISH AIRWAYS PLC	S	122	0	2	4.0	26.6	33.9	16.1	5.6	8.1	2.4	1.6	0.0	1.6	22	68.5	19	124	
<b>TOTAL TORONTO</b>			<b>359</b>	<b>0</b>	<b>3</b>	<b>5.2</b>	<b>24.0</b>	<b>36.7</b>	<b>14.6</b>	<b>10.5</b>	<b>5.8</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>63.4</b>	<b>19</b>	<b>363</b>	
VANCOUVER	AIR CANADA	S	60	0	0	8.3	26.7	48.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	7	57.8	30	62	
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	17.7	29.0	19.4	9.7	11.3	11.3	1.6	0.0	0.0	0.0	21	74.2	12	60	
<b>TOTAL VANCOUVER</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>27.9</b>	<b>33.6</b>	<b>9.8</b>	<b>9.0</b>	<b>5.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.9</b>	<b>21</b>	<b>122</b>	
<b>TOTAL CANADA</b>			<b>771</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>25.5</b>	<b>35.4</b>	<b>12.7</b>	<b>9.9</b>	<b>6.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>64.2</b>	<b>21</b>	<b>821</b>	
<b>CAYMAN ISLANDS</b>																				
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	14.7	29.4	35.3	17.6	0.0	0.0	2.9	0.0	0.0	0.0	10	77.1	17	35	
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>29.4</b>	<b>35.3</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.1</b>	<b>17</b>	<b>35</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>29.4</b>	<b>35.3</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.1</b>	<b>17</b>	<b>35</b>	
<b>CHILE</b>																				
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	45	0	0	6.7	40.0	31.1	6.7	8.9	4.4	2.2	0.0	0.0	0.0	15	86.1	6	36	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>40.0</b>	<b>31.1</b>	<b>6.7</b>	<b>8.9</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
<b>TOTAL CHILE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>40.0</b>	<b>31.1</b>	<b>6.7</b>	<b>8.9</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
<b>CHINA</b>																				
BEIJING	AIR CHINA	S	148	0	0	15.5	39.2	28.4	12.2	4.7	0.0	0.0	0.0	0.0	0.0	6	75.8	13	124	
BEIJING	BRITISH AIRWAYS PLC	S	62	0	0	25.8	27.4	35.5	1.6	3.2	1.6	3.2	1.6	0.0	0.0	13	87.1	12	62	
<b>TOTAL BEIJING</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>35.7</b>	<b>30.5</b>	<b>9.0</b>	<b>4.3</b>	<b>0.5</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.6</b>	<b>13</b>	<b>186</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	26	0	0	38.5	46.2	3.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</b>	<b>46.2</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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
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
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	72	0	0	30.6	45.8	19.4	1.4	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3	85.4	18	82
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>45.8</b>	<b>19.4</b>	<b>1.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.4</b>	<b>18</b>	<b>82</b>
QINGDAO	BEIJING CAPITAL AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18
QINGDAO	BEIJING CAPITAL AIRLINES	S	14	0	0	35.7	42.9	7.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL QINGDAO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>42.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	84	0	0	17.9	31.0	36.9	4.8	7.1	2.4	0.0	0.0	0.0	0.0	0.0	8	80.7	10	88
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	62	0	0	3.2	37.1	32.3	12.9	11.3	3.2	0.0	0.0	0.0	0.0	0.0	12	73.3	12	60
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	32.3	35.5	27.4	3.2	0.0	1.6	0.0	0.0	0.0	0.0	0.0	4	87.9	4	58
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>34.1</b>	<b>32.7</b>	<b>6.7</b>	<b>6.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>9</b>	<b>206</b>
SHENZHEN (HUANGTIAN)	SHENZHEN AIRLINES	S	28	0	0	10.7	25.0	28.6	17.9	7.1	10.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL SHENZHEN (HUANGTIAN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>28.6</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TIANJIN	TIANJIN AIRLINES	S	52	0	0	11.5	46.2	19.2	5.8	13.5	3.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL TIANJIN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>19.2</b>	<b>5.8</b>	<b>13.5</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	S	26	0	0	7.7	65.4	19.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>65.4</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>636</b>	<b>0</b>	<b>0</b>	<b>19.5</b>	<b>38.5</b>	<b>26.9</b>	<b>6.8</b>	<b>5.8</b>	<b>2.0</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.4</b>	<b>12</b>	<b>492</b>
<b>COLOMBIA</b>																				
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	19.4	43.5	11.3	9.7	9.7	3.2	3.2	0.0	0.0	0.0	0.0	15	88.7	6	62
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>43.5</b>	<b>11.3</b>	<b>9.7</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.7</b>	<b>6</b>	<b>62</b>
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>43.5</b>	<b>11.3</b>	<b>9.7</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.7</b>	<b>6</b>	<b>62</b>
<b>CROATIA</b>																				
ZAGREB	BRITISH AIRWAYS PLC	S	42	0	0	21.4	33.3	38.1	2.4	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	84.8	7	46
ZAGREB	CROATIA AIRLINES	S	34	0	0	2.9	35.3	38.2	14.7	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	15	36
<b>TOTAL ZAGREB</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>34.2</b>	<b>38.2</b>	<b>7.9</b>	<b>3.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.0</b>	<b>10</b>	<b>82</b>
<b>TOTAL CROATIA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>34.2</b>	<b>38.2</b>	<b>7.9</b>	<b>3.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.0</b>	<b>10</b>	<b>82</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	80	0	0	3.8	30.0	43.8	18.8	2.5	1.3	0.0	0.0	0.0	0.0	0.0	8	78.7	13	61
<b>TOTAL LARNACA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.0</b>	<b>43.8</b>	<b>18.8</b>	<b>2.5</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>78.7</b>	<b>13</b>	<b>61</b>
<b>TOTAL CYPRUS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.0</b>	<b>43.8</b>	<b>18.8</b>	<b>2.5</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>78.7</b>	<b>13</b>	<b>61</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	BRITISH AIRWAYS PLC	S	240	0	2	14.5	51.2	26.0	4.5	2.5	0.4	0.0	0.0	0.0	0.0	0.8	3	83.9	8	211
<b>TOTAL PRAGUE</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>14.5</b>	<b>51.2</b>	<b>26.0</b>	<b>4.5</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>3</b>	<b>83.9</b>	<b>8</b>	<b>211</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CZECH REPUBLIC</b>			<b>240</b>	<b>0</b>	<b>2</b>	<b>14.5</b>	<b>51.2</b>	<b>26.0</b>	<b>4.5</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>3</b>	<b>83.9</b>	<b>8</b>	<b>211</b>
<b>DENMARK</b>																				
<b>BILLUND</b>	BRITISH AIRWAYS PLC	S	72	0	0	22.2	55.6	15.3	4.2	1.4	1.4	0.0	0.0	0.0	0.0	0.0	3	89.4	5	66
<b>TOTAL BILLUND</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>15.3</b>	<b>4.2</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.4</b>	<b>5</b>	<b>66</b>
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	298	0	0	20.5	51.7	21.5	4.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	3	85.6	6	304
<b>COPENHAGEN</b>	SAS	S	163	0	2	4.8	42.4	35.2	11.5	3.6	1.2	0.0	0.0	0.0	0.0	1.2	7	85.4	5	128
<b>COPENHAGEN</b>	SCANDINAVIAN AIRLINES IRELAND LTD	S	152	0	0	9.2	51.3	27.6	7.2	3.9	0.0	0.0	0.7	0.0	0.0	0.0	6	75.6	10	193
<b>TOTAL COPENHAGEN</b>			<b>613</b>	<b>0</b>	<b>2</b>	<b>13.5</b>	<b>49.1</b>	<b>26.7</b>	<b>6.8</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>82.5</b>	<b>7</b>	<b>625</b>
<b>TOTAL DENMARK</b>			<b>685</b>	<b>0</b>	<b>2</b>	<b>14.4</b>	<b>49.8</b>	<b>25.5</b>	<b>6.6</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>5</b>	<b>83.2</b>	<b>7</b>	<b>691</b>
<b>EGYPT</b>																				
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	27.4	37.1	12.9	11.3	9.7	1.6	0.0	0.0	0.0	0.0	19	64.5	13	62
<b>CAIRO</b>	EGYPT AIR	S	124	0	0	2.4	29.8	49.2	12.9	2.4	2.4	0.8	0.0	0.0	0.0	0.0	10	53.2	20	124
<b>TOTAL CAIRO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.0</b>	<b>45.2</b>	<b>12.9</b>	<b>5.4</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>57.0</b>	<b>18</b>	<b>186</b>
<b>LUXOR</b>	EGYPT AIR	S	8	0	0	0.0	25.0	25.0	0.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	63	30.0	33	10
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>30.0</b>	<b>33</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>28.9</b>	<b>44.3</b>	<b>12.4</b>	<b>5.7</b>	<b>5.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>55.6</b>	<b>18</b>	<b>196</b>
<b>ESTONIA</b>																				
<b>TALLIN</b>	BRITISH AIRWAYS PLC	S	16	0	0	0.0	31.3	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18
<b>TOTAL TALLIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>37.5</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>0.0</b>	<b>10</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
<b>TOTAL ESTONIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>37.5</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>0.0</b>	<b>10</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
<b>ETHIOPIA</b>																				
<b>ADDIS ABABA</b>	ETHIOPIAN AIRLINES	S	80	0	0	15.0	18.8	35.0	13.8	12.5	3.8	1.3	0.0	0.0	0.0	0.0	15	67.7	15	62
<b>TOTAL ADDIS ABABA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>18.8</b>	<b>35.0</b>	<b>13.8</b>	<b>12.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.7</b>	<b>15</b>	<b>62</b>
<b>TOTAL ETHIOPIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>18.8</b>	<b>35.0</b>	<b>13.8</b>	<b>12.5</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.7</b>	<b>15</b>	<b>62</b>
<b>FINLAND</b>																				
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	100	0	1	8.9	47.5	31.7	6.9	2.0	1.0	1.0	0.0	0.0	0.0	1.0	7	81.7	12	120
<b>HELSINKI</b>	FINNAIR	S	303	0	6	3.2	34.0	33.3	13.3	9.7	2.9	1.6	0.0	0.0	0.0	1.9	15	57.6	19	307
<b>TOTAL HELSINKI</b>			<b>403</b>	<b>0</b>	<b>7</b>	<b>4.6</b>	<b>37.3</b>	<b>32.9</b>	<b>11.7</b>	<b>7.8</b>	<b>2.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>64.3</b>	<b>17</b>	<b>427</b>
<b>TOTAL FINLAND</b>			<b>403</b>	<b>0</b>	<b>7</b>	<b>4.6</b>	<b>37.3</b>	<b>32.9</b>	<b>11.7</b>	<b>7.8</b>	<b>2.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>13</b>	<b>64.3</b>	<b>17</b>	<b>427</b>
<b>FRANCE</b>																				
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
<b>GRENOBLE</b>	BRITISH AIRWAYS PLC	S	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	8	87.5	5	8
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</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>0.0</b>	<b>8</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>LYON</b>	BRITISH AIRWAYS PLC	S	148	0	0	8.1	50.7	31.8	6.1	2.7	0.7	0.0	0.0	0.0	0.0	0.0	5	86.1	7	166
<b>TOTAL LYON</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>50.7</b>	<b>31.8</b>	<b>6.1</b>	<b>2.7</b>	<b>0.7</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>86.1</b>	<b>7</b>	<b>166</b>
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	126	0	0	9.5	57.1	25.4	2.4	4.8	0.8	0.0	0.0	0.0	0.0	0.0	4	89.9	4	144
<b>TOTAL MARSEILLE</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>57.1</b>	<b>25.4</b>	<b>2.4</b>	<b>4.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.9</b>	<b>4</b>	<b>144</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NICE	BRITISH AIRWAYS PLC	S	229	0	4	12.0	49.4	27.5	6.0	2.1	1.3	0.0	0.0	0.0	0.0	1.7	5	79.5	8	305
<b>TOTAL NICE</b>			<b>229</b>	<b>0</b>	<b>4</b>	<b>12.0</b>	<b>49.4</b>	<b>27.5</b>	<b>6.0</b>	<b>2.1</b>	<b>1.3</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>79.5</b>	<b>8</b>	<b>305</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	397	0	3	8.0	46.0	31.8	8.5	3.8	1.3	0.0	0.0	0.0	0.0	0.8	6	79.9	10	383
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	354	0	2	9.0	47.5	32.0	5.6	3.4	1.7	0.0	0.3	0.0	0.0	0.6	7	84.3	7	408
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>751</b>	<b>0</b>	<b>5</b>	<b>8.5</b>	<b>46.7</b>	<b>31.9</b>	<b>7.1</b>	<b>3.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>82.2</b>	<b>8</b>	<b>791</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	186	0	0	3.8	59.1	29.6	5.4	1.6	0.5	0.0	0.0	0.0	0.0	0.0	4	81.4	9	156
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>59.1</b>	<b>29.6</b>	<b>5.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.4</b>	<b>9</b>	<b>156</b>
<b>TOTAL FRANCE</b>			<b>1448</b>	<b>0</b>	<b>9</b>	<b>8.5</b>	<b>50.1</b>	<b>30.2</b>	<b>6.2</b>	<b>3.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>5</b>	<b>82.8</b>	<b>8</b>	<b>1578</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	411	0	2	12.6	52.1	26.4	5.3	2.7	0.5	0.0	0.0	0.0	0.0	0.5	4	83.3	7	399
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	170	0	0	12.9	48.2	27.6	7.6	2.4	1.2	0.0	0.0	0.0	0.0	0.0	5	80.7	10	150
<b>TOTAL BERLIN (TEGEL)</b>			<b>581</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>50.9</b>	<b>26.8</b>	<b>6.0</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>82.6</b>	<b>8</b>	<b>549</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	152	0	8	20.6	42.5	20.0	5.0	4.4	1.3	0.0	1.3	0.0	0.0	5.0	9	74.1	13	160
<b>TOTAL COLOGNE BONN</b>			<b>152</b>	<b>0</b>	<b>8</b>	<b>20.6</b>	<b>42.5</b>	<b>20.0</b>	<b>5.0</b>	<b>4.4</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>9</b>	<b>74.1</b>	<b>13</b>	<b>160</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	295	0	10	16.4	48.9	23.3	4.9	1.6	1.6	0.0	0.0	0.0	0.0	3.3	4	87.0	4	358
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	230	0	8	13.4	46.2	25.2	8.0	2.9	0.8	0.0	0.0	0.0	0.0	3.4	5	76.3	12	237
<b>TOTAL DUSSELDORF</b>			<b>525</b>	<b>0</b>	<b>18</b>	<b>15.1</b>	<b>47.7</b>	<b>24.1</b>	<b>6.3</b>	<b>2.2</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>5</b>	<b>82.7</b>	<b>7</b>	<b>595</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	327	0	14	5.9	46.6	33.4	6.2	2.3	1.5	0.0	0.0	0.0	0.0	4.1	6	82.6	8	350
FRANKFURT MAIN	LUFTHANSA	S	635	0	14	7.4	43.9	31.7	9.6	4.5	0.8	0.0	0.0	0.0	0.0	2.2	6	72.8	12	647
<b>TOTAL FRANKFURT MAIN</b>			<b>962</b>	<b>0</b>	<b>28</b>	<b>6.9</b>	<b>44.8</b>	<b>32.3</b>	<b>8.4</b>	<b>3.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>6</b>	<b>76.3</b>	<b>11</b>	<b>997</b>
HAMBURG	BRITISH AIRWAYS PLC	S	253	0	5	20.2	43.8	27.1	3.1	2.3	1.6	0.0	0.0	0.0	0.0	1.9	4	84.6	6	250
HAMBURG	EUROWINGS LUFTVERKEHRS	S	168	0	2	13.5	44.7	25.9	11.2	2.4	1.2	0.0	0.0	0.0	0.0	1.2	6	61.9	15	168
<b>TOTAL HAMBURG</b>			<b>421</b>	<b>0</b>	<b>7</b>	<b>17.5</b>	<b>44.2</b>	<b>26.6</b>	<b>6.3</b>	<b>2.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>75.6</b>	<b>10</b>	<b>418</b>
HANOVER	BRITISH AIRWAYS PLC	S	122	0	2	21.0	48.4	20.2	0.8	6.5	1.6	0.0	0.0	0.0	0.0	1.6	5	91.5	4	164
<b>TOTAL HANOVER</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>21.0</b>	<b>48.4</b>	<b>20.2</b>	<b>0.8</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>91.5</b>	<b>4</b>	<b>164</b>
MUNICH	BRITISH AIRWAYS PLC	S	413	0	8	12.6	44.7	28.7	4.8	5.2	2.1	0.0	0.0	0.0	0.0	1.9	7	81.9	8	431
MUNICH	LUFTHANSA	S	454	0	10	6.5	33.4	35.6	9.1	8.6	3.9	0.4	0.4	0.0	0.0	2.2	13	70.9	11	453
<b>TOTAL MUNICH</b>			<b>867</b>	<b>0</b>	<b>18</b>	<b>9.4</b>	<b>38.8</b>	<b>32.3</b>	<b>7.0</b>	<b>7.0</b>	<b>3.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>10</b>	<b>76.3</b>	<b>10</b>	<b>884</b>
STUTT GART	BRITISH AIRWAYS PLC	S	82	0	4	4.7	52.3	27.9	5.8	3.5	1.2	0.0	0.0	0.0	0.0	4.7	5	89.2	5	120
STUTT GART	EUROWINGS LUFTVERKEHRS	S	158	0	2	11.3	48.8	29.4	4.4	3.1	1.9	0.0	0.0	0.0	0.0	1.3	6	74.4	13	158
<b>TOTAL STUTT GART</b>			<b>240</b>	<b>0</b>	<b>6</b>	<b>8.9</b>	<b>50.0</b>	<b>28.9</b>	<b>4.9</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>5</b>	<b>80.7</b>	<b>9</b>	<b>278</b>
<b>TOTAL GERMANY</b>			<b>3870</b>	<b>0</b>	<b>89</b>	<b>11.7</b>	<b>45.0</b>	<b>28.7</b>	<b>6.6</b>	<b>4.0</b>	<b>1.6</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>6</b>	<b>78.8</b>	<b>9</b>	<b>4045</b>
<b>GHANA</b>																				
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	0.0	11.3	56.5	24.2	6.5	1.6	0.0	0.0	0.0	0.0	0.0	14	54.8	34	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
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 ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>56.5</b>	<b>24.2</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>54.8</b>	<b>34</b>	<b>62</b>	
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.3</b>	<b>56.5</b>	<b>24.2</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>54.8</b>	<b>34</b>	<b>62</b>	
<b>GIBRALTAR</b>																				
<b>GIBRALTAR</b>	BRITISH AIRWAYS PLC	S	98	0	0	20.4	45.9	25.5	6.1	1.0	1.0	0.0	0.0	0.0	0.0	3	89.7	16	68	
<b>TOTAL GIBRALTAR</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>45.9</b>	<b>25.5</b>	<b>6.1</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>3</b>	<b>89.7</b>	<b>16</b>	<b>68</b>	
<b>TOTAL GIBRALTAR</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>20.4</b>	<b>45.9</b>	<b>25.5</b>	<b>6.1</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>3</b>	<b>89.7</b>	<b>16</b>	<b>68</b>	
<b>GREECE</b>																				
<b>ATHENS</b>	AEGEAN AIRLINES	S	160	0	0	11.9	41.3	39.4	5.0	2.5	0.0	0.0	0.0	0.0	0.0	4	72.2	11	162	
<b>ATHENS</b>	BRITISH AIRWAYS PLC	S	173	0	0	16.2	34.7	34.7	8.7	3.5	1.7	0.0	0.6	0.0	0.0	8	72.0	20	150	
<b>TOTAL ATHENS</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>37.8</b>	<b>36.9</b>	<b>6.9</b>	<b>3.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.1</b>	<b>15</b>	<b>312</b>	
<b>TOTAL GREECE</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>37.8</b>	<b>36.9</b>	<b>6.9</b>	<b>3.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>72.1</b>	<b>15</b>	<b>312</b>	
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	BRITISH AIRWAYS PLC	S	124	0	0	0.8	54.8	29.0	7.3	3.2	4.0	0.8	0.0	0.0	0.0	9	86.3	6	124	
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	296	0	0	13.2	40.2	29.1	8.1	7.8	1.4	0.0	0.3	0.0	0.0	9	79.1	12	301	
<b>HONG KONG (CHEK LAP KOK)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	1.6	54.8	21.0	12.9	0.0	9.7	0.0	0.0	0.0	0.0	11	86.2	7	58	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>45.9</b>	<b>28.0</b>	<b>8.5</b>	<b>5.6</b>	<b>3.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>10</b>	<b>483</b>	
<b>TOTAL HONG KONG</b>			<b>482</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>45.9</b>	<b>28.0</b>	<b>8.5</b>	<b>5.6</b>	<b>3.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.8</b>	<b>10</b>	<b>483</b>	
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	BRITISH AIRWAYS PLC	S	176	0	2	10.7	41.0	36.5	5.1	4.5	1.1	0.0	0.0	0.0	1.1	6	77.5	9	178	
<b>TOTAL BUDAPEST</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>41.0</b>	<b>36.5</b>	<b>5.1</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>77.5</b>	<b>9</b>	<b>178</b>	
<b>TOTAL HUNGARY</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>41.0</b>	<b>36.5</b>	<b>5.1</b>	<b>4.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>77.5</b>	<b>9</b>	<b>178</b>	
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	BRITISH AIRWAYS PLC	S	60	0	0	28.3	43.3	20.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	2	89.4	5	85	
<b>KEFLAVIK</b>	ICELANDAIR	S	124	0	0	23.4	43.5	21.8	9.7	1.6	0.0	0.0	0.0	0.0	0.0	4	63.4	26	112	
<b>TOTAL KEFLAVIK</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>43.5</b>	<b>21.2</b>	<b>9.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.6</b>	<b>17</b>	<b>197</b>	
<b>TOTAL ICELAND</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>43.5</b>	<b>21.2</b>	<b>9.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>74.6</b>	<b>17</b>	<b>197</b>	
<b>INDIA</b>																				
<b>AHMEDABAD</b>	AIR INDIA	S	35	0	0	5.7	14.3	28.6	17.1	17.1	5.7	8.6	2.9	0.0	0.0	38	71.4	16	35	
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>14.3</b>	<b>28.6</b>	<b>17.1</b>	<b>17.1</b>	<b>5.7</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>71.4</b>	<b>16</b>	<b>35</b>	
<b>BANGALORE (BENGALURU)</b>	AIR INDIA	S	27	0	0	0.0	11.1	44.4	14.8	14.8	11.1	3.7	0.0	0.0	0.0	27	0.0	0	0	
<b>BANGALORE (BENGALURU)</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	21.0	32.3	22.6	8.1	4.8	3.2	3.2	0.0	0.0	27	65.6	26	61	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>18.0</b>	<b>36.0</b>	<b>20.2</b>	<b>10.1</b>	<b>6.7</b>	<b>3.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>65.6</b>	<b>26</b>	<b>61</b>	
<b>CHENNAI</b>	BRITISH AIRWAYS PLC	S	62	0	0	3.2	24.2	41.9	14.5	11.3	3.2	1.6	0.0	0.0	0.0	16	77.4	20	61	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>24.2</b>	<b>41.9</b>	<b>14.5</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.4</b>	<b>20</b>	<b>61</b>	
<b>DELHI</b>	AIR INDIA	S	124	0	0	12.1	23.4	30.6	12.1	12.1	7.3	0.8	0.8	0.8	0.0	26	71.8	16	124	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	16.9	29.8	32.3	12.9	4.0	3.2	0.0	0.8	0.0	0.0	0.0	11	64.5	17	124	
DELHI	JET AIRWAYS	S	62	0	0	24.2	46.8	17.7	6.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	46.8	24	62	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	8.1	32.3	35.5	9.7	11.3	0.0	3.2	0.0	0.0	0.0	0.0	13	74.1	12	58	
<b>TOTAL DELHI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>30.9</b>	<b>29.8</b>	<b>11.0</b>	<b>8.1</b>	<b>3.5</b>	<b>0.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.5</b>	<b>17</b>	<b>368</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	1.6	22.6	43.5	12.9	8.1	6.5	4.8	0.0	0.0	0.0	0.0	22	82.0	9	61	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>43.5</b>	<b>12.9</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>22</b>	<b>82.0</b>	<b>9</b>	<b>61</b>	
MUMBAI	AIR INDIA	S	62	0	0	4.8	22.6	25.8	11.3	14.5	14.5	3.2	3.2	0.0	0.0	0.0	36	82.3	8	62	
MUMBAI	BRITISH AIRWAYS PLC	S	124	0	0	10.5	25.0	36.3	13.7	9.7	4.8	0.0	0.0	0.0	0.0	0.0	13	73.4	12	124	
MUMBAI	JET AIRWAYS	S	186	0	0	4.8	28.0	32.8	17.2	10.2	3.8	2.2	0.0	1.1	0.0	0.0	21	69.4	13	186	
<b>TOTAL MUMBAI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.1</b>	<b>32.8</b>	<b>15.1</b>	<b>10.8</b>	<b>5.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.8</b>	<b>12</b>	<b>372</b>	
<b>TOTAL INDIA</b>			<b>992</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>26.4</b>	<b>33.1</b>	<b>13.9</b>	<b>9.8</b>	<b>4.9</b>	<b>1.9</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>70.4</b>	<b>15</b>	<b>958</b>	
<b>INDONESIA</b>																					
BALI INTERNATIONAL	GARUDA INDONESIA	S	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL BALI 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>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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	23	0	0	0.0	0.0	26.1	13.0	43.5	17.4	0.0	0.0	0.0	0.0	0.0	39	50.0	23	26	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.1</b>	<b>13.0</b>	<b>43.5</b>	<b>17.4</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>50.0</b>	<b>23</b>	<b>26</b>	
<b>TOTAL INDONESIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>25.0</b>	<b>14.3</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>50.0</b>	<b>23</b>	<b>26</b>	
<b>IRAN</b>																					
TEHRAN IMAM KHOMEINI	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	67.4	8	39	
TEHRAN IMAM KHOMEINI	IRAN AIR	S	28	0	0	3.6	42.9	14.3	21.4	3.6	7.1	0.0	7.1	0.0	0.0	0.0	34	57.7	57	24	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>14.3</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>63.8</b>	<b>27</b>	<b>63</b>	
<b>TOTAL IRAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>14.3</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>63.8</b>	<b>27</b>	<b>63</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	244	0	0	27.0	58.2	10.7	1.6	1.2	1.2	0.0	0.0	0.0	0.0	0.0	2	93.4	2	238	
<b>TOTAL CORK</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>27.0</b>	<b>58.2</b>	<b>10.7</b>	<b>1.6</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>0.0</b>	<b>2</b>	<b>93.4</b>	<b>2</b>	<b>238</b>	
DUBLIN	AER LINGUS	S	632	0	4	14.2	63.2	17.3	2.4	1.7	0.6	0.0	0.0	0.0	0.0	0.6	3	90.6	4	635	
DUBLIN	BRITISH AIRWAYS PLC	S	418	0	4	13.5	53.8	23.9	5.2	1.7	0.7	0.2	0.0	0.0	0.0	0.9	4	88.4	5	426	
<b>TOTAL DUBLIN</b>			<b>1050</b>	<b>0</b>	<b>8</b>	<b>13.9</b>	<b>59.5</b>	<b>19.9</b>	<b>3.5</b>	<b>1.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>3</b>	<b>89.7</b>	<b>4</b>	<b>1061</b>	
SHANNON	AER LINGUS	S	168	0	2	24.7	56.5	16.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1	89.9	5	177	
<b>TOTAL SHANNON</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>24.7</b>	<b>56.5</b>	<b>16.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>1</b>	<b>89.9</b>	<b>5</b>	<b>177</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1462</b>	<b>0</b>	<b>10</b>	<b>17.3</b>	<b>58.9</b>	<b>18.0</b>	<b>2.9</b>	<b>1.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>3</b>	<b>90.3</b>	<b>4</b>	<b>1476</b>	
<b>ISRAEL</b>																					
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	15.3	33.9	37.9	6.5	4.8	0.0	0.8	0.0	0.8	0.0	0.0	18	77.4	12	123	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	100	0	0	21.0	29.0	40.0	7.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	5	69.0	14	100
<b>TOTAL TEL AVIV</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>31.7</b>	<b>38.8</b>	<b>6.7</b>	<b>3.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.7</b>	<b>13</b>	<b>223</b>
<b>TOTAL ISRAEL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>31.7</b>	<b>38.8</b>	<b>6.7</b>	<b>3.1</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.7</b>	<b>13</b>	<b>223</b>
<b>ITALY</b>																				
BOLOGNA	BRITISH AIRWAYS PLC	S	184	0	2	18.3	46.2	25.3	3.2	3.2	1.6	1.1	0.0	0.0	0.0	1.1	6	77.4	9	184
<b>TOTAL BOLOGNA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>18.3</b>	<b>46.2</b>	<b>25.3</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>77.4</b>	<b>9</b>	<b>184</b>
MILAN (LINATE)	ALITALIA (CAI)	S	124	0	0	9.7	58.1	21.0	8.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	77.4	9	124
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	360	0	6	14.8	53.0	25.1	4.1	1.1	0.3	0.0	0.0	0.0	0.0	1.6	3	81.6	7	362
<b>TOTAL MILAN (LINATE)</b>			<b>484</b>	<b>0</b>	<b>6</b>	<b>13.5</b>	<b>54.3</b>	<b>24.1</b>	<b>5.3</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>3</b>	<b>80.5</b>	<b>8</b>	<b>486</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	163	0	5	8.9	51.2	25.6	6.5	3.0	0.6	1.2	0.0	0.0	0.0	3.0	6	85.3	5	114
<b>TOTAL MILAN (MALPENSA)</b>			<b>163</b>	<b>0</b>	<b>5</b>	<b>8.9</b>	<b>51.2</b>	<b>25.6</b>	<b>6.5</b>	<b>3.0</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>6</b>	<b>85.3</b>	<b>5</b>	<b>114</b>
PALERMO	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	16
<b>TOTAL PALERMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>9</b>	<b>16</b>
PISA	BRITISH AIRWAYS PLC	S	38	0	0	15.8	42.1	26.3	7.9	5.3	2.6	0.0	0.0	0.0	0.0	0.0	6	82.6	6	44
<b>TOTAL PISA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>42.1</b>	<b>26.3</b>	<b>7.9</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.6</b>	<b>6</b>	<b>44</b>
ROME (FIUMICINO)	ALITALIA (CAI)	S	246	0	0	4.9	49.6	35.4	6.5	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	9	186
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	288	0	6	9.2	50.0	30.3	4.4	3.4	0.7	0.0	0.0	0.0	0.0	2.0	5	77.5	12	312
<b>TOTAL ROME (FIUMICINO)</b>			<b>534</b>	<b>0</b>	<b>6</b>	<b>7.2</b>	<b>49.8</b>	<b>32.6</b>	<b>5.4</b>	<b>3.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>77.5</b>	<b>11</b>	<b>498</b>
TURIN	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	87.5	5	16
<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>87.5</b>	<b>5</b>	<b>16</b>
VENICE	BRITISH AIRWAYS PLC	S	117	0	1	17.8	39.8	33.9	5.9	0.8	0.8	0.0	0.0	0.0	0.0	0.8	4	72.6	12	117
<b>TOTAL VENICE</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>17.8</b>	<b>39.8</b>	<b>33.9</b>	<b>5.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>4</b>	<b>72.6</b>	<b>12</b>	<b>117</b>
<b>TOTAL ITALY</b>			<b>1520</b>	<b>0</b>	<b>20</b>	<b>11.8</b>	<b>50.0</b>	<b>28.2</b>	<b>5.3</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>5</b>	<b>79.0</b>	<b>9</b>	<b>1475</b>
<b>JAPAN</b>																				
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	30.6	38.7	24.2	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	88.7	6	62
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	61	0	1	24.2	40.3	25.8	6.5	0.0	1.6	0.0	0.0	0.0	0.0	1.6	3	69.6	10	46
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	12.9	52.4	30.6	2.4	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	85.5	9	124
<b>TOTAL TOKYO (HANEDA)</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>20.2</b>	<b>46.0</b>	<b>27.8</b>	<b>4.0</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>3</b>	<b>83.2</b>	<b>8</b>	<b>232</b>
TOKYO (NARITA)	AEROFLOT	S	15	0	0	0.0	46.7	46.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	58.8	18	17
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	61	0	0	24.6	31.1	27.9	1.6	9.8	4.9	0.0	0.0	0.0	0.0	0.0	10	58.5	16	41
<b>TOTAL TOKYO (NARITA)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>34.2</b>	<b>31.6</b>	<b>1.3</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>0.0</b>	<b>9</b>	<b>58.6</b>	<b>17</b>	<b>58</b>
<b>TOTAL JAPAN</b>			<b>323</b>	<b>0</b>	<b>1</b>	<b>20.1</b>	<b>43.2</b>	<b>28.7</b>	<b>3.4</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>0.3</b>	<b>4</b>	<b>78.3</b>	<b>10</b>	<b>290</b>
<b>JORDAN</b>																				
AMMAN	BRITISH AIRWAYS PLC	S	40	0	0	25.0	32.5	25.0	7.5	5.0	2.5	2.5	0.0	0.0	0.0	0.0	10	76.9	13	52
AMMAN	ROYAL JORDANIAN	S	64	0	0	9.4	40.6	39.1	6.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6	47.1	19	68
<b>TOTAL AMMAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>37.5</b>	<b>33.7</b>	<b>6.7</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>0.0</b>	<b>8</b>	<b>60.0</b>	<b>16</b>	<b>120</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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 JORDAN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>37.5</b>	<b>33.7</b>	<b>6.7</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>0.0</b>	<b>8</b>	<b>60.0</b>	<b>16</b>	<b>120</b>	
<b>KAZAKHSTAN</b>																					
<b>NURSULTAN NAZERBAYEV INTERNATIONAL</b>	AIR ASTANA	S	40	0	0	10.0	55.0	17.5	2.5	7.5	5.0	0.0	2.5	0.0	0.0	0.0	17	79.5	18	44	
<b>TOTAL NURSULTAN NAZERBAYEV INTERNATIONAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>55.0</b>	<b>17.5</b>	<b>2.5</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.5</b>	<b>18</b>	<b>44</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>55.0</b>	<b>17.5</b>	<b>2.5</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.5</b>	<b>18</b>	<b>44</b>	
<b>KENYA</b>																					
<b>NAIROBI</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	24.2	56.5	11.3	3.2	4.8	0.0	0.0	0.0	0.0	0.0	11	62.9	17	62	
<b>NAIROBI</b>	KENYA AIRWAYS	S	62	0	0	11.3	43.5	29.0	4.8	6.5	1.6	3.2	0.0	0.0	0.0	0.0	13	61.3	14	62	
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.9</b>	<b>42.7</b>	<b>8.1</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.1</b>	<b>16</b>	<b>124</b>	
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.9</b>	<b>42.7</b>	<b>8.1</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.1</b>	<b>16</b>	<b>124</b>	
<b>KUWAIT</b>																					
<b>KUWAIT</b>	BRITISH AIRWAYS PLC	S	62	0	0	14.5	21.0	48.4	3.2	6.5	0.0	0.0	3.2	3.2	0.0	0.0	48	86.7	25	60	
<b>KUWAIT</b>	KUWAIT AIRWAYS	S	88	0	0	5.7	18.2	33.0	14.8	18.2	8.0	0.0	2.3	0.0	0.0	0.0	24	35.2	42	88	
<b>TOTAL KUWAIT</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>19.3</b>	<b>39.3</b>	<b>10.0</b>	<b>13.3</b>	<b>4.7</b>	<b>0.0</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>56.1</b>	<b>35</b>	<b>148</b>	
<b>TOTAL KUWAIT</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>19.3</b>	<b>39.3</b>	<b>10.0</b>	<b>13.3</b>	<b>4.7</b>	<b>0.0</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>56.1</b>	<b>35</b>	<b>148</b>	
<b>LEBANON</b>																					
<b>BEIRUT</b>	BRITISH AIRWAYS PLC	S	45	0	0	28.9	26.7	31.1	8.9	4.4	0.0	0.0	0.0	0.0	0.0	0.0	5	79.6	9	54	
<b>BEIRUT</b>	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	124	0	0	16.9	41.1	34.7	4.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	57.3	17	124	
<b>TOTAL BEIRUT</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>37.3</b>	<b>33.7</b>	<b>5.9</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>4</b>	<b>64.0</b>	<b>14</b>	<b>178</b>	
<b>TOTAL LEBANON</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>37.3</b>	<b>33.7</b>	<b>5.9</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>4</b>	<b>64.0</b>	<b>14</b>	<b>178</b>	
<b>LUXEMBOURG</b>																					
<b>LUXEMBOURG</b>	BRITISH AIRWAYS PLC	S	122	0	2	11.3	50.0	23.4	10.5	3.2	0.0	0.0	0.0	0.0	0.0	1.6	5	88.5	6	122	
<b>TOTAL LUXEMBOURG</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>50.0</b>	<b>23.4</b>	<b>10.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>88.5</b>	<b>6</b>	<b>122</b>	
<b>TOTAL LUXEMBOURG</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>50.0</b>	<b>23.4</b>	<b>10.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>5</b>	<b>88.5</b>	<b>6</b>	<b>122</b>	
<b>MALAYSIA</b>																					
<b>KUALA LUMPUR (SEPANG)</b>	BRITISH AIRWAYS PLC	S	62	0	0	3.2	29.0	46.8	14.5	4.8	0.0	1.6	0.0	0.0	0.0	0.0	11	83.9	9	62	
<b>KUALA LUMPUR (SEPANG)</b>	MALAYSIAN AIRLINES SYSTEM-MAS	S	124	0	0	6.5	38.7	36.3	10.5	4.0	2.4	0.8	0.8	0.0	0.0	0.0	10	77.4	12	124	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>35.5</b>	<b>39.8</b>	<b>11.8</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.6</b>	<b>11</b>	<b>186</b>	
<b>TOTAL MALAYSIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>35.5</b>	<b>39.8</b>	<b>11.8</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.6</b>	<b>11</b>	<b>186</b>	
<b>MALTA</b>																					
<b>MALTA</b>	AIR MALTA	S	124	0	0	0.8	28.2	34.7	16.1	13.7	6.5	0.0	0.0	0.0	0.0	0.0	17	68.5	14	124	
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>28.2</b>	<b>34.7</b>	<b>16.1</b>	<b>13.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.5</b>	<b>14</b>	<b>124</b>	
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>28.2</b>	<b>34.7</b>	<b>16.1</b>	<b>13.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.5</b>	<b>14</b>	<b>124</b>	
<b>MAURITIUS</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
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>MAURITIUS</b>	AIR MAURITIUS LTD	S	28	0	0	7.1	46.4	28.6	14.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	8	56.7	50	30	
<b>TOTAL MAURITIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>56.7</b>	<b>50</b>	<b>30</b>	
<b>TOTAL MAURITIUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>46.4</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>56.7</b>	<b>50</b>	<b>30</b>	
<b>MEXICO</b>																					
<b>MEXICO CITY</b>	AEROMEXICO	S	62	0	0	22.6	37.1	27.4	1.6	8.1	1.6	1.6	0.0	0.0	0.0	0.0	8	86.7	12	60	
<b>MEXICO CITY</b>	BRITISH AIRWAYS PLC	S	43	0	0	16.3	23.3	27.9	11.6	9.3	4.7	2.3	4.7	0.0	0.0	0.0	24	84.1	8	44	
<b>TOTAL MEXICO CITY</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>31.4</b>	<b>27.6</b>	<b>5.7</b>	<b>8.6</b>	<b>2.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.6</b>	<b>11</b>	<b>104</b>	
<b>TOTAL MEXICO</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>31.4</b>	<b>27.6</b>	<b>5.7</b>	<b>8.6</b>	<b>2.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.6</b>	<b>11</b>	<b>104</b>	
<b>MOROCCO</b>																					
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	62	0	0	0.0	24.2	46.8	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12	62.9	25	62	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>46.8</b>	<b>16.1</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.9</b>	<b>25</b>	<b>62</b>	
<b>MARRAKESH</b>	BRITISH AIRWAYS PLC	S	18	0	0	0.0	38.9	27.8	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>RABAT</b>	ROYAL AIR MAROC	S	17	0	1	11.1	50.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	5.6	8	81.3	6	16	
<b>TOTAL RABAT</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>8</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>31.6</b>	<b>36.7</b>	<b>17.3</b>	<b>11.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>66.7</b>	<b>21</b>	<b>78</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	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	0.0	16	1	
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	534	0	8	12.9	50.7	24.9	5.0	3.5	0.6	0.6	0.4	0.0	0.0	1.5	6	78.1	8	471	
<b>AMSTERDAM</b>	KLM	S	572	0	26	11.5	52.0	23.2	5.2	2.8	0.5	0.3	0.0	0.0	0.0	4.3	5	76.0	9	602	
<b>TOTAL AMSTERDAM</b>			<b>1106</b>	<b>0</b>	<b>34</b>	<b>12.2</b>	<b>51.4</b>	<b>24.0</b>	<b>5.1</b>	<b>3.2</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>5</b>	<b>76.9</b>	<b>9</b>	<b>1074</b>	
<b>TOTAL NETHERLANDS</b>			<b>1106</b>	<b>0</b>	<b>34</b>	<b>12.2</b>	<b>51.4</b>	<b>24.0</b>	<b>5.1</b>	<b>3.2</b>	<b>0.5</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>5</b>	<b>76.9</b>	<b>9</b>	<b>1074</b>	
<b>NEW ZEALAND</b>																					
<b>AUCKLAND INTERNATIONAL</b>	AIR NEW ZEALAND LTD	S	62	0	0	14.5	27.4	40.3	8.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	80.6	10	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>27.4</b>	<b>40.3</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>62</b>	
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>27.4</b>	<b>40.3</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>62</b>	
<b>NIGERIA</b>																					
<b>ABUJA</b>	BRITISH AIRWAYS PLC	S	62	0	0	3.2	38.7	43.5	3.2	9.7	1.6	0.0	0.0	0.0	0.0	0.0	8	87.1	8	62	
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>38.7</b>	<b>43.5</b>	<b>3.2</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.1</b>	<b>8</b>	<b>62</b>	
<b>LAGOS</b>	BRITISH AIRWAYS PLC	S	62	0	0	0.0	12.9	46.8	22.6	12.9	4.8	0.0	0.0	0.0	0.0	0.0	18	80.6	8	62	
<b>LAGOS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	14.5	40.3	30.6	11.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	83.9	34	62	
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>26.6</b>	<b>38.7</b>	<b>16.9</b>	<b>7.3</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>12</b>	<b>82.3</b>	<b>21</b>	<b>124</b>	
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>30.6</b>	<b>40.3</b>	<b>12.4</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>0.0</b>	<b>11</b>	<b>83.9</b>	<b>16</b>	<b>186</b>	
<b>NORWAY</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	184	0	2	20.4	39.8	30.1	5.4	1.1	1.6	0.0	0.0	0.5	0.0	1.1	10	73.8	13	206	
OSLO (GARDERMOEN)	SAS	S	182	0	0	8.8	45.1	33.0	7.7	4.4	1.1	0.0	0.0	0.0	0.0	0.0	6	67.3	14	240	
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	59	0	0	5.1	39.0	39.0	10.2	5.1	1.7	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>425</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>41.9</b>	<b>32.6</b>	<b>7.0</b>	<b>3.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>70.3</b>	<b>13</b>	<b>446</b>	
STAVANGER	SAS	S	66	0	0	4.5	54.5	24.2	6.1	6.1	4.5	0.0	0.0	0.0	0.0	0.0	9	69.4	15	58	
<b>TOTAL STAVANGER</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>54.5</b>	<b>24.2</b>	<b>6.1</b>	<b>6.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>69.4</b>	<b>15</b>	<b>58</b>	
<b>TOTAL NORWAY</b>			<b>491</b>	<b>0</b>	<b>2</b>	<b>12.2</b>	<b>43.6</b>	<b>31.4</b>	<b>6.9</b>	<b>3.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>70.2</b>	<b>14</b>	<b>504</b>	
<b>OMAN</b>																					
MUSCAT	BRITISH AIRWAYS PLC	S	35	0	0	2.9	40.0	37.1	8.6	11.4	0.0	0.0	0.0	0.0	0.0	0.0	9	76.2	12	42	
MUSCAT	OMAN AIR	S	124	0	0	12.1	29.0	34.7	8.9	12.9	1.6	0.8	0.0	0.0	0.0	0.0	12	51.6	23	124	
<b>TOTAL MUSCAT</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>31.4</b>	<b>35.2</b>	<b>8.8</b>	<b>12.6</b>	<b>1.3</b>	<b>0.6</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>20</b>	<b>166</b>	
<b>TOTAL OMAN</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>31.4</b>	<b>35.2</b>	<b>8.8</b>	<b>12.6</b>	<b>1.3</b>	<b>0.6</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>20</b>	<b>166</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	43	0	0	2.3	20.9	48.8	20.9	4.7	2.3	0.0	0.0	0.0	0.0	0.0	11	77.3	12	44	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.9</b>	<b>48.8</b>	<b>20.9</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>11</b>	<b>77.3</b>	<b>12</b>	<b>44</b>	
KARACHI	PAKISTAN INTL AIRLINES	S	18	0	0	0.0	16.7	33.3	5.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	29	55.6	23	18	
<b>TOTAL KARACHI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>5.6</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>29</b>	<b>55.6</b>	<b>23</b>	<b>18</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	27	0	0	0.0	11.1	40.7	18.5	25.9	3.7	0.0	0.0	0.0	0.0	0.0	22	57.7	21	26	
<b>TOTAL LAHORE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>40.7</b>	<b>18.5</b>	<b>25.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.7</b>	<b>21</b>	<b>26</b>	
<b>TOTAL PAKISTAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>17.0</b>	<b>43.2</b>	<b>17.0</b>	<b>14.8</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>18</b>	<b>67.0</b>	<b>17</b>	<b>88</b>	
<b>PHILIPPINES</b>																					
MANILA	PHILIPPINE AIRLINES	S	52	0	2	1.9	37.0	14.8	14.8	20.4	3.7	0.0	0.0	3.7	0.0	3.7	57	56.5	21	62	
<b>TOTAL MANILA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>37.0</b>	<b>14.8</b>	<b>14.8</b>	<b>20.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>57</b>	<b>56.5</b>	<b>21</b>	<b>62</b>	
<b>TOTAL PHILIPPINES</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>37.0</b>	<b>14.8</b>	<b>14.8</b>	<b>20.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>57</b>	<b>56.5</b>	<b>21</b>	<b>62</b>	
<b>POLAND</b>																					
KRAKOW	BRITISH AIRWAYS PLC	S	46	0	0	15.2	47.8	26.1	6.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	12	44	
<b>TOTAL KRAKOW</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>47.8</b>	<b>26.1</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>79.5</b>	<b>12</b>	<b>44</b>	
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	104	0	0	1.9	51.9	29.8	11.5	2.9	1.9	0.0	0.0	0.0	0.0	0.0	6	79.2	9	120	
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	179	0	0	12.3	30.7	37.4	8.9	7.3	2.8	0.6	0.0	0.0	0.0	0.0	10	71.7	14	178	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>283</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>38.5</b>	<b>34.6</b>	<b>9.9</b>	<b>5.7</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.7</b>	<b>12</b>	<b>298</b>	
<b>TOTAL POLAND</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>39.8</b>	<b>33.4</b>	<b>9.4</b>	<b>5.5</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.3</b>	<b>12</b>	<b>342</b>	
<b>PORTUGAL(EXCLUDING</b>																					
LISBON	AIR PORTUGAL	S	334	0	0	5.4	37.7	35.9	8.7	7.2	4.8	0.3	0.0	0.0	0.0	0.0	12	75.0	11	326	
LISBON	BRITISH AIRWAYS PLC	S	176	0	2	7.9	46.6	29.8	6.2	5.1	3.4	0.0	0.0	0.0	0.0	1.1	8	85.7	7	140	
<b>TOTAL LISBON</b>			<b>510</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>40.8</b>	<b>33.8</b>	<b>7.8</b>	<b>6.4</b>	<b>4.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>78.2</b>	<b>10</b>	<b>466</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>510</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>40.8</b>	<b>33.8</b>	<b>7.8</b>	<b>6.4</b>	<b>4.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>78.2</b>	<b>10</b>	<b>466</b>	
<b>QATAR</b>																					
DOHA HAMAD	BRITISH AIRWAYS PLC	S	62	0	0	11.3	35.5	27.4	14.5	6.5	3.2	1.6	0.0	0.0	0.0	0.0	13	84.8	6	33	
DOHA HAMAD	QATAR AIRWAYS	S	372	0	0	7.8	35.8	38.7	10.8	4.0	1.9	0.3	0.8	0.0	0.0	0.0	10	68.9	13	370	
<b>TOTAL DOHA HAMAD</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>35.7</b>	<b>37.1</b>	<b>11.3</b>	<b>4.4</b>	<b>2.1</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.2</b>	<b>12</b>	<b>403</b>	
<b>TOTAL QATAR</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>35.7</b>	<b>37.1</b>	<b>11.3</b>	<b>4.4</b>	<b>2.1</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.2</b>	<b>12</b>	<b>403</b>	
<b>REPUBLIC OF KOREA</b>																					
SEOUL (INCHEON)	ASIANA AIRLINES	S	62	0	0	24.2	24.2	37.1	8.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	35.5	40	62	
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	62	0	0	24.2	48.4	19.4	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	82.3	9	62	
SEOUL (INCHEON)	KOREAN AIR	S	62	0	0	14.5	21.0	46.8	14.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	51.6	23	62	
<b>TOTAL SEOUL (INCHEON)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>31.2</b>	<b>34.4</b>	<b>9.7</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>5</b>	<b>56.5</b>	<b>24</b>	<b>186</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>31.2</b>	<b>34.4</b>	<b>9.7</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>5</b>	<b>56.5</b>	<b>24</b>	<b>186</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	S	62	0	0	6.5	33.9	38.7	14.5	0.0	3.2	0.0	3.2	0.0	0.0	0.0	14	67.7	13	62	
<b>TOTAL BELGRADE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>38.7</b>	<b>14.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.7</b>	<b>13</b>	<b>62</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>38.7</b>	<b>14.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.7</b>	<b>13</b>	<b>62</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	123	0	1	12.1	46.8	25.0	6.5	4.0	4.8	0.0	0.0	0.0	0.0	0.8	8	80.5	23	128	
<b>TOTAL CAPE TOWN</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>46.8</b>	<b>25.0</b>	<b>6.5</b>	<b>4.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>80.5</b>	<b>23</b>	<b>128</b>	
DURBAN	BRITISH AIRWAYS PLC	S	26	0	0	42.3	15.4	30.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL DURBAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	158	0	0	13.3	35.4	31.0	9.5	4.4	5.7	0.6	0.0	0.0	0.0	0.0	11	84.8	8	124	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	62	0	0	0.0	37.1	32.3	17.7	9.7	0.0	1.6	1.6	0.0	0.0	0.0	16	78.3	10	106	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	7.3	45.2	32.3	8.9	5.6	0.8	0.0	0.0	0.0	0.0	0.0	6	85.5	5	62	
<b>TOTAL JOHANNESBURG</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.2</b>	<b>31.7</b>	<b>10.8</b>	<b>5.8</b>	<b>2.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.6</b>	<b>8</b>	<b>292</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>493</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>39.9</b>	<b>30.0</b>	<b>9.7</b>	<b>5.1</b>	<b>3.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>81.9</b>	<b>12</b>	<b>420</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	111	0	0	11.7	43.2	31.5	9.0	3.6	0.0	0.0	0.9	0.0	0.0	0.0	7	70.2	12	114	
BUCHAREST (OTOPENI)	TAROM	S	58	0	0	15.5	27.6	37.9	6.9	0.0	10.3	1.7	0.0	0.0	0.0	0.0	15	37.1	25	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>37.9</b>	<b>33.7</b>	<b>8.3</b>	<b>2.4</b>	<b>3.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>58.5</b>	<b>17</b>	<b>176</b>	
<b>TOTAL ROMANIA</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>37.9</b>	<b>33.7</b>	<b>8.3</b>	<b>2.4</b>	<b>3.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>58.5</b>	<b>17</b>	<b>176</b>	
<b>RUSSIA</b>																					
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	114	0	0	11.4	36.8	39.5	8.8	2.6	0.9	0.0	0.0	0.0	0.0	0.0	6	85.5	7	165	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>36.8</b>	<b>39.5</b>	<b>8.8</b>	<b>2.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.5</b>	<b>7</b>	<b>165</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	263	0	2	17.0	51.3	24.2	4.9	1.5	0.4	0.0	0.0	0.0	0.0	0.8	3	71.4	13	203	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MOSCOW (SHEREMETYEVO)	BRITISH AIRWAYS PLC	S	48	0	0	14.6	33.3	37.5	6.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>311</b>	<b>0</b>	<b>2</b>	<b>16.6</b>	<b>48.6</b>	<b>26.2</b>	<b>5.1</b>	<b>2.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>4</b>	<b>71.4</b>	<b>13</b>	<b>203</b>	
ST PETERSBURG	BRITISH AIRWAYS PLC	S	48	0	0	18.8	52.1	25.0	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	8	60	
<b>TOTAL ST PETERSBURG</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>52.1</b>	<b>25.0</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.7</b>	<b>8</b>	<b>60</b>	
<b>TOTAL RUSSIA</b>			<b>473</b>	<b>0</b>	<b>2</b>	<b>15.6</b>	<b>46.1</b>	<b>29.3</b>	<b>5.7</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>4</b>	<b>79.7</b>	<b>10</b>	<b>428</b>	
<b>SAUDI ARABIA</b>																					
JEDDAH	BRITISH AIRWAYS PLC	S	51	0	0	15.7	37.3	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	84.3	6	51	
JEDDAH	SAUDI ARABIAN AIRLINES	S	62	0	0	3.2	30.6	30.6	21.0	12.9	1.6	0.0	0.0	0.0	0.0	0.0	12	54.8	21	62	
<b>TOTAL JEDDAH</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>33.6</b>	<b>32.7</b>	<b>14.2</b>	<b>9.7</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>9</b>	<b>68.1</b>	<b>14</b>	<b>113</b>	
RIYADH	BRITISH AIRWAYS PLC	S	62	0	0	21.0	40.3	29.0	3.2	3.2	1.6	1.6	0.0	0.0	0.0	0.0	8	72.6	22	62	
RIYADH	SAUDI ARABIAN AIRLINES	S	62	0	0	0.0	24.2	19.4	27.4	21.0	6.5	1.6	0.0	0.0	0.0	0.0	23	41.9	30	62	
<b>TOTAL RIYADH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>32.3</b>	<b>24.2</b>	<b>15.3</b>	<b>12.1</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.3</b>	<b>26</b>	<b>124</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>32.9</b>	<b>28.3</b>	<b>14.8</b>	<b>11.0</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.4</b>	<b>20</b>	<b>237</b>	
<b>SEYCHELLES</b>																					
SEYCHELLES	BRITISH AIRWAYS PLC	S	18	0	0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SINGAPORE</b>																					
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	3.2	29.0	33.9	14.5	9.7	4.8	1.6	0.0	3.2	0.0	0.0	52	79.0	10	62	
SINGAPORE	SINGAPORE AIRLINES	S	248	0	0	4.8	36.3	38.7	11.3	6.0	1.6	1.2	0.0	0.0	0.0	0.0	10	85.5	7	248	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.8</b>	<b>37.7</b>	<b>11.9</b>	<b>6.8</b>	<b>2.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.2</b>	<b>8</b>	<b>310</b>	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>34.8</b>	<b>37.7</b>	<b>11.9</b>	<b>6.8</b>	<b>2.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.2</b>	<b>8</b>	<b>310</b>	
<b>SPAIN</b>																					
A CORUNA	VUELING AIRLINES	S	60	0	2	4.8	43.5	33.9	8.1	3.2	0.0	0.0	0.0	3.2	0.0	3.2	39	88.7	5	60	
<b>TOTAL A CORUNA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>43.5</b>	<b>33.9</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>39</b>	<b>88.7</b>	<b>5</b>	<b>60</b>	
ASTURIAS	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	14	
ASTURIAS	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	92.9	3	14	
<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>0.0</b>	<b>0</b>	<b>96.4</b>	<b>2</b>	<b>28</b>	
BARCELONA	BRITISH AIRWAYS PLC	S	414	0	4	6.2	55.7	29.9	3.8	1.9	1.0	0.5	0.0	0.0	0.0	1.0	5	83.8	7	348	
BARCELONA	VUELING AIRLINES	S	62	0	0	8.1	32.3	33.9	12.9	8.1	4.8	0.0	0.0	0.0	0.0	0.0	12	75.0	12	96	
<b>TOTAL BARCELONA</b>			<b>476</b>	<b>0</b>	<b>4</b>	<b>6.5</b>	<b>52.7</b>	<b>30.4</b>	<b>5.0</b>	<b>2.7</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>81.9</b>	<b>8</b>	<b>444</b>	
BILBAO	BRITISH AIRWAYS PLC	S	66	0	0	22.7	50.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.1	7	84	
<b>TOTAL BILBAO</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>22.7</b>	<b>50.0</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.1</b>	<b>7</b>	<b>84</b>	
MADRID	BRITISH AIRWAYS PLC	S	304	0	4	2.3	41.2	42.9	7.1	3.6	1.3	0.0	0.3	0.0	0.0	1.3	7	85.3	8	257	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	IBERIA	S	465	0	3	6.2	46.2	36.3	5.6	3.4	1.7	0.0	0.0	0.0	0.0	0.6	6	80.5	9	476
<b>TOTAL MADRID</b>			<b>769</b>	<b>0</b>	<b>7</b>	<b>4.6</b>	<b>44.2</b>	<b>38.9</b>	<b>6.2</b>	<b>3.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>82.2</b>	<b>9</b>	<b>733</b>
MALAGA	BRITISH AIRWAYS PLC	S	34	0	0	0.0	41.2	44.1	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	16	18
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>44.1</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>16</b>	<b>18</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	5	22
<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>86.4</b>	<b>5</b>	<b>22</b>
SANTIAGO DE COMPOSTELA (SPAIN)	VUELING AIRLINES	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	56	0.0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</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>56</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1407</b>	<b>0</b>	<b>13</b>	<b>6.0</b>	<b>47.2</b>	<b>34.9</b>	<b>6.1</b>	<b>3.2</b>	<b>1.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>83.0</b>	<b>8</b>	<b>1389</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	BRITISH AIRWAYS PLC	S	16	0	0	0.0	37.5	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	14	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>14</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	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	3	62.5	53	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>3</b>	<b>62.5</b>	<b>53</b>	<b>8</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>50.0</b>	<b>29.2</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>68.8</b>	<b>33</b>	<b>16</b>
<b>SRI LANKA</b>																				
COLOMBO	SRILANKAN AIRLINES	S	80	0	0	5.0	21.3	35.0	22.5	8.8	6.3	1.3	0.0	0.0	0.0	0.0	17	76.8	11	82
<b>TOTAL COLOMBO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>21.3</b>	<b>35.0</b>	<b>22.5</b>	<b>8.8</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.8</b>	<b>11</b>	<b>82</b>
<b>TOTAL SRI LANKA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>21.3</b>	<b>35.0</b>	<b>22.5</b>	<b>8.8</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.8</b>	<b>11</b>	<b>82</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	143	0	0	18.9	41.3	28.0	4.9	3.5	2.1	1.4	0.0	0.0	0.0	0.0	8	80.4	8	168
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>41.3</b>	<b>28.0</b>	<b>4.9</b>	<b>3.5</b>	<b>2.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.4</b>	<b>8</b>	<b>168</b>
KIRUNA	SAS	C	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	5	5
<b>TOTAL KIRUNA</b>			<b>5</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>80.0</b>	<b>5</b>	<b>5</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	228	0	6	13.7	40.2	27.8	9.8	4.3	1.7	0.0	0.0	0.0	0.0	2.6	7	81.7	8	293
STOCKHOLM (ARLANDA)	SAS	S	228	0	0	7.0	53.5	28.9	4.8	3.1	1.8	0.9	0.0	0.0	0.0	0.0	6	77.3	9	139
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	97	0	0	5.2	43.3	32.0	11.3	6.2	0.0	2.1	0.0	0.0	0.0	0.0	9	65.7	14	201
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>553</b>	<b>0</b>	<b>6</b>	<b>9.5</b>	<b>46.2</b>	<b>29.0</b>	<b>8.1</b>	<b>4.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>75.7</b>	<b>10</b>	<b>633</b>
<b>TOTAL SWEDEN</b>			<b>701</b>	<b>0</b>	<b>6</b>	<b>11.5</b>	<b>45.3</b>	<b>28.7</b>	<b>7.4</b>	<b>4.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>76.7</b>	<b>10</b>	<b>806</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	200	0	2	12.9	55.4	24.3	3.0	1.5	2.0	0.0	0.0	0.0	0.0	1.0	4	87.2	6	217
<b>TOTAL BALE MULHOUSE</b>			<b>200</b>	<b>0</b>	<b>2</b>	<b>12.9</b>	<b>55.4</b>	<b>24.3</b>	<b>3.0</b>	<b>1.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>4</b>	<b>87.2</b>	<b>6</b>	<b>217</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENEVA	BRITISH AIRWAYS PLC	S	654	0	6	10.0	53.2	27.1	6.1	1.7	0.8	0.2	0.2	0.0	0.0	0.9	5	81.8	8	633	
GENEVA	SWISS AIRLINES	S	302	0	7	6.5	43.4	31.4	7.1	7.1	1.3	1.0	0.0	0.0	0.0	2.3	9	61.8	19	306	
<b>TOTAL GENEVA</b>			<b>956</b>	<b>0</b>	<b>13</b>	<b>8.9</b>	<b>50.1</b>	<b>28.5</b>	<b>6.4</b>	<b>3.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>6</b>	<b>75.3</b>	<b>12</b>	<b>939</b>	
SION	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	59	7	
<b>TOTAL SION</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>59</b>	<b>7</b>	
ZURICH	BRITISH AIRWAYS PLC	S	324	0	4	7.3	40.9	34.5	10.7	4.9	0.6	0.0	0.0	0.0	0.0	1.2	7	85.4	6	362	
ZURICH	SWISS AIRLINES	S	422	0	10	3.2	29.4	44.9	10.9	8.1	0.9	0.0	0.2	0.0	0.0	2.3	10	68.3	14	423	
<b>TOTAL ZURICH</b>			<b>746</b>	<b>0</b>	<b>14</b>	<b>5.0</b>	<b>34.3</b>	<b>40.4</b>	<b>10.8</b>	<b>6.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>76.1</b>	<b>11</b>	<b>785</b>	
<b>TOTAL SWITZERLAND</b>			<b>1902</b>	<b>0</b>	<b>29</b>	<b>7.8</b>	<b>44.4</b>	<b>32.7</b>	<b>7.8</b>	<b>4.5</b>	<b>1.0</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>76.7</b>	<b>11</b>	<b>1948</b>	
<b>TAIWAN</b>																					
TAIPEI	EVA AIR	S	62	0	0	4.8	8.1	29.0	19.4	30.6	8.1	0.0	0.0	0.0	0.0	0.0	26	43.5	24	62	
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>8.1</b>	<b>29.0</b>	<b>19.4</b>	<b>30.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>43.5</b>	<b>24</b>	<b>62</b>	
<b>TOTAL TAIWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>8.1</b>	<b>29.0</b>	<b>19.4</b>	<b>30.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>43.5</b>	<b>24</b>	<b>62</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	62	0	0	1.6	27.4	43.5	17.7	8.1	0.0	0.0	0.0	1.6	0.0	0.0	16	66.1	38	62	
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	124	0	0	8.9	29.0	49.2	7.3	3.2	1.6	0.0	0.8	0.0	0.0	0.0	9	74.2	14	122	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.5</b>	<b>47.3</b>	<b>10.8</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.5</b>	<b>22</b>	<b>184</b>	
<b>TOTAL THAILAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.5</b>	<b>47.3</b>	<b>10.8</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.5</b>	<b>22</b>	<b>184</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	34	0	0	0.0	2.9	8.8	29.4	29.4	23.5	5.9	0.0	0.0	0.0	0.0	50	41.2	33	34	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>8.8</b>	<b>29.4</b>	<b>29.4</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>50</b>	<b>41.2</b>	<b>33</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>8.8</b>	<b>29.4</b>	<b>29.4</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>50</b>	<b>41.2</b>	<b>33</b>	<b>34</b>	
<b>TURKEY</b>																					
ISTANBUL	BRITISH AIRWAYS PLC	S	104	0	0	7.7	34.6	37.5	11.5	4.8	3.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
ISTANBUL	THY TURKISH AIRLINES	S	328	0	0	15.2	39.0	29.9	11.3	2.7	1.5	0.3	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>38.0</b>	<b>31.7</b>	<b>11.3</b>	<b>3.2</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL ATATURK	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	75.7	12	103	
ISTANBUL ATATURK	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	60.1	17	326	
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>63.9</b>	<b>16</b>	<b>429</b>	
<b>TOTAL TURKEY</b>			<b>432</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>38.0</b>	<b>31.7</b>	<b>11.3</b>	<b>3.2</b>	<b>2.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>63.9</b>	<b>16</b>	<b>429</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	0.0	0.0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	70	0.0	178	8	
<b>TOTAL ASHKHABAD</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>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>0.0</b>	<b>178</b>	<b>8</b>	
<b>TOTAL TURKMENISTAN</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>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>70</b>	<b>0.0</b>	<b>178</b>	<b>8</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	52	0	0	17.3	48.1	26.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	6	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 KIEV (BORISPOL)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>48.1</b>	<b>26.9</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>90.3</b>	<b>6</b>	<b>62</b>	
<b>TOTAL UKRAINE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>48.1</b>	<b>26.9</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>90.3</b>	<b>6</b>	<b>62</b>	
<b>UNITED ARAB EMIRATES</b>																					
<b>ABU DHABI INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	60	0	2	3.2	53.2	30.6	6.5	1.6	1.6	0.0	0.0	0.0	0.0	3.2	5	85.0	8	60	
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	210	0	0	8.6	33.3	42.4	13.3	1.9	0.5	0.0	0.0	0.0	0.0	0.0	6	72.5	13	187	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>270</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>37.9</b>	<b>39.7</b>	<b>11.8</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>0.7</b>	<b>6</b>	<b>75.5</b>	<b>12</b>	<b>247</b>	
<b>DUBAI</b>	BRITISH AIRWAYS PLC	S	185	0	0	8.1	33.5	38.4	10.3	5.9	2.7	1.1	0.0	0.0	0.0	10	86.9	26	153		
<b>DUBAI</b>	EMIRATES	S	377	0	0	4.2	28.1	43.8	16.7	6.4	0.8	0.0	0.0	0.0	0.0	9	64.2	15	380		
<b>DUBAI</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	21.7	48.3	18.3	3.3	6.7	1.7	0.0	0.0	0.0	0.0	6	84.5	7	58		
<b>TOTAL DUBAI</b>			<b>622</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>31.7</b>	<b>39.7</b>	<b>13.5</b>	<b>6.3</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.1</b>	<b>17</b>	<b>591</b>		
<b>TOTAL UNITED ARAB</b>			<b>892</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>33.6</b>	<b>39.7</b>	<b>13.0</b>	<b>4.9</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>8</b>	<b>73.1</b>	<b>16</b>	<b>838</b>		
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	290	0	6	16.2	51.0	22.6	3.7	2.4	2.0	0.0	0.0	0.0	0.0	2.0	5	85.2	6	434	
<b>ABERDEEN</b>	FLYBE LTD	S	158	0	0	12.7	51.9	29.7	3.2	0.0	1.3	1.3	0.0	0.0	0.0	5	89.4	7	161		
<b>TOTAL ABERDEEN</b>			<b>448</b>	<b>0</b>	<b>6</b>	<b>15.0</b>	<b>51.3</b>	<b>25.1</b>	<b>3.5</b>	<b>1.5</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>5</b>	<b>86.4</b>	<b>6</b>	<b>595</b>		
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	186	0	0	28.0	58.6	7.5	3.8	2.2	0.0	0.0	0.0	0.0	0.0	2	86.6	6	177		
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	S	236	0	4	29.6	47.5	16.7	1.7	1.3	1.7	0.0	0.0	0.0	1.7	3	88.2	6	238		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>422</b>	<b>0</b>	<b>4</b>	<b>28.9</b>	<b>52.3</b>	<b>12.7</b>	<b>2.6</b>	<b>1.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>3</b>	<b>87.5</b>	<b>6</b>	<b>415</b>		
<b>BELFAST INTERNATIONAL</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	79	2		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>79</b>	<b>2</b>		
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	460	0	4	20.7	47.0	24.4	4.7	2.2	0.2	0.0	0.0	0.0	0.9	3	85.5	6	577		
<b>EDINBURGH</b>	FLYBE LTD	S	210	0	0	10.0	45.2	29.5	6.2	8.1	1.0	0.0	0.0	0.0	0.0	6	90.6	6	224		
<b>TOTAL EDINBURGH</b>			<b>670</b>	<b>0</b>	<b>4</b>	<b>17.4</b>	<b>46.4</b>	<b>26.0</b>	<b>5.2</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>4</b>	<b>86.9</b>	<b>6</b>	<b>801</b>		
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	450	0	6	10.5	49.6	28.5	5.7	2.4	1.5	0.4	0.0	0.0	1.3	6	81.8	9	468		
<b>TOTAL GLASGOW</b>			<b>450</b>	<b>0</b>	<b>6</b>	<b>10.5</b>	<b>49.6</b>	<b>28.5</b>	<b>5.7</b>	<b>2.4</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>6</b>	<b>81.8</b>	<b>9</b>	<b>468</b>		
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	36	0	0	11.1	52.8	33.3	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	84.2	9	38		
<b>TOTAL INVERNESS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>52.8</b>	<b>33.3</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>0.0</b>	<b>2</b>	<b>84.2</b>	<b>9</b>	<b>38</b>		
<b>LEEDS BRADFORD</b>	BRITISH AIRWAYS PLC	S	88	0	0	10.2	60.2	26.1	0.0	2.3	1.1	0.0	0.0	0.0	0.0	3	84.7	5	112		
<b>TOTAL LEEDS BRADFORD</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>60.2</b>	<b>26.1</b>	<b>0.0</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.7</b>	<b>5</b>	<b>112</b>		
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	400	0	11	11.4	45.7	28.5	5.6	4.9	0.7	0.0	0.5	0.0	2.7	7	85.7	6	468		
<b>MANCHESTER</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	33	1		
<b>MANCHESTER</b>	SINGAPORE 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	67	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	253	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>402</b>	<b>0</b>	<b>11</b>	<b>11.4</b>	<b>45.5</b>	<b>28.3</b>	<b>5.6</b>	<b>4.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>7</b>	<b>85.5</b>	<b>6</b>	<b>469</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	238	0	2	11.3	41.7	32.9	8.8	2.1	2.1	0.0	0.4	0.0	0.0	0.8	7	86.2	6	371
<b>TOTAL NEWCASTLE</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>11.3</b>	<b>41.7</b>	<b>32.9</b>	<b>8.8</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>7</b>	<b>86.2</b>	<b>6</b>	<b>371</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2754</b>	<b>0</b>	<b>33</b>	<b>15.9</b>	<b>48.6</b>	<b>25.3</b>	<b>4.8</b>	<b>2.8</b>	<b>1.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>5</b>	<b>85.7</b>	<b>7</b>	<b>3271</b>
<b>USA</b>																				
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	12.9	22.6	43.5	8.1	8.1	3.2	1.6	0.0	0.0	0.0	0.0	13	66.1	30	62
ATLANTA	DELTA AIRLINES	S	90	0	0	10.0	45.6	32.2	5.6	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	81.9	9	206
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	16.1	27.4	32.3	16.1	3.2	1.6	0.0	3.2	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL ATLANTA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>33.6</b>	<b>35.5</b>	<b>9.3</b>	<b>6.1</b>	<b>1.4</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.3</b>	<b>14</b>	<b>268</b>
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	60	0	2	24.2	30.6	33.9	4.8	3.2	0.0	0.0	0.0	0.0	0.0	3.2	4	90.3	12	62
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>24.2</b>	<b>30.6</b>	<b>33.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>4</b>	<b>90.3</b>	<b>12</b>	<b>62</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	58	0	2	11.7	23.3	40.0	8.3	5.0	6.7	1.7	0.0	0.0	0.0	3.3	15	77.4	15	62
<b>TOTAL BALTIMORE</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>23.3</b>	<b>40.0</b>	<b>8.3</b>	<b>5.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>15</b>	<b>77.4</b>	<b>15</b>	<b>62</b>
BOSTON	BRITISH AIRWAYS PLC	S	212	0	3	10.7	35.8	30.2	12.1	5.1	2.3	2.3	0.0	0.0	0.0	1.4	12	77.4	44	187
BOSTON	DELTA AIRLINES	S	62	0	0	14.5	45.2	25.8	3.2	3.2	1.6	3.2	3.2	0.0	0.0	0.0	19	78.8	18	50
BOSTON	UNITED AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	16.7	43.3	18.3	8.3	8.3	3.3	1.7	0.0	0.0	0.0	0.0	13	76.7	13	56
<b>TOTAL BOSTON</b>			<b>335</b>	<b>0</b>	<b>3</b>	<b>12.4</b>	<b>38.8</b>	<b>27.5</b>	<b>9.8</b>	<b>5.3</b>	<b>2.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>77.5</b>	<b>34</b>	<b>293</b>
CHARLOTTE	AMERICAN AIRLINES	S	89	0	0	18.0	46.1	19.1	7.9	5.6	1.1	0.0	1.1	1.1	0.0	0.0	25	88.0	6	91
CHARLOTTE	LUFTHANSA	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 CHARLOTTE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>45.6</b>	<b>18.9</b>	<b>8.9</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.0</b>	<b>6</b>	<b>91</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	136	0	2	17.4	44.2	21.7	5.8	2.9	3.6	2.2	0.7	0.0	0.0	1.4	12	86.2	16	138
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	115	0	7	5.7	28.7	41.0	11.5	4.9	2.5	0.0	0.0	0.0	0.0	5.7	10	73.4	13	121
CHICAGO (O'HARE)	UNITED AIRLINES	S	163	0	0	19.0	49.1	18.4	4.3	1.8	4.9	0.6	1.8	0.0	0.0	0.0	13	86.6	7	184
<b>TOTAL CHICAGO (O'HARE)</b>			<b>414</b>	<b>0</b>	<b>9</b>	<b>14.7</b>	<b>41.6</b>	<b>26.0</b>	<b>6.9</b>	<b>3.1</b>	<b>3.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>12</b>	<b>82.8</b>	<b>12</b>	<b>443</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	210	0	0	12.4	31.4	28.6	11.4	9.0	4.8	1.9	0.5	0.0	0.0	0.0	15	82.4	8	148
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	52	0	0	28.8	11.5	38.5	13.5	5.8	1.9	0.0	0.0	0.0	0.0	0.0	9	79.0	11	60
DALLAS/FORT WORTH	DELTA AIRLINES	S	62	0	0	16.1	37.1	32.3	11.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL DALLAS/FORT WORTH</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>29.3</b>	<b>30.9</b>	<b>11.7</b>	<b>7.1</b>	<b>3.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.4</b>	<b>9</b>	<b>208</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	16.1	29.0	35.5	11.3	1.6	4.8	1.6	0.0	0.0	0.0	0.0	11	72.6	17	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>29.0</b>	<b>35.5</b>	<b>11.3</b>	<b>1.6</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.6</b>	<b>17</b>	<b>62</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DETROIT	DELTA AIRLINES	S	96	0	0	7.3	40.6	33.3	14.6	0.0	3.1	1.0	0.0	0.0	0.0	0.0	10	91.7	5	96	
<b>TOTAL DETROIT</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>40.6</b>	<b>33.3</b>	<b>14.6</b>	<b>0.0</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>91.7</b>	<b>5</b>	<b>96</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	100	0	2	19.6	35.3	26.5	8.8	3.9	3.9	0.0	0.0	0.0	0.0	2.0	9	77.9	21	102	
HOUSTON	SINGAPORE 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	14	0.0	0	0	
HOUSTON	UNITED AIRLINES	S	124	0	0	16.9	54.0	21.8	2.4	1.6	1.6	0.0	1.6	0.0	0.0	0.0	8	83.9	15	122	
<b>TOTAL HOUSTON</b>			<b>225</b>	<b>0</b>	<b>2</b>	<b>18.1</b>	<b>45.4</b>	<b>24.2</b>	<b>5.3</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>81.1</b>	<b>18</b>	<b>224</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	62	0	0	12.9	29.0	30.6	9.7	12.9	1.6	1.6	1.6	0.0	0.0	0.0	18	66.3	20	98	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	4	
<b>TOTAL LAS VEGAS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>27.1</b>	<b>32.9</b>	<b>10.0</b>	<b>11.4</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.6</b>	<b>19</b>	<b>102</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	102	0	0	30.4	29.4	21.6	6.9	5.9	2.9	2.0	0.0	1.0	0.0	0.0	23	76.0	12	102	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	178	0	2	8.3	35.6	31.7	15.0	6.1	1.1	0.6	0.6	0.0	0.0	1.1	11	81.7	11	184	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	60	0	2	21.0	38.7	29.0	6.5	0.0	0.0	0.0	1.6	0.0	0.0	3.2	6	72.6	30	62	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	25.9	22.4	33.6	9.5	5.2	3.4	0.0	0.0	0.0	0.0	0.0	8	87.6	7	97	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>456</b>	<b>0</b>	<b>4</b>	<b>19.3</b>	<b>31.3</b>	<b>29.6</b>	<b>10.7</b>	<b>5.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>80.4</b>	<b>13</b>	<b>445</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	62	0	0	11.3	37.1	29.0	9.7	6.5	4.8	1.6	0.0	0.0	0.0	0.0	13	80.8	16	120	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	186	0	0	10.8	31.7	29.0	12.4	8.6	3.8	2.7	1.1	0.0	0.0	0.0	17	77.4	10	124	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	105	0	0	18.1	45.7	31.4	2.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	88.5	11	87	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>36.8</b>	<b>29.7</b>	<b>9.1</b>	<b>6.2</b>	<b>2.8</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.6</b>	<b>12</b>	<b>331</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	0	41.9	45.2	9.7	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	3	83.9	5	54	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>41.9</b>	<b>45.2</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.9</b>	<b>5</b>	<b>54</b>	
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	34	0	0	17.6	35.3	17.6	11.8	5.9	8.8	2.9	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>17.6</b>	<b>11.8</b>	<b>5.9</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	42	0	0	23.8	14.3	42.9	16.7	2.4	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	11	44	
<b>TOTAL NEW ORLEANS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>14.3</b>	<b>42.9</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>8</b>	<b>77.8</b>	<b>11</b>	<b>44</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	206	0	0	19.4	51.5	21.4	3.9	3.4	0.5	0.0	0.0	0.0	0.0	0.0	4	81.7	15	188	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	450	0	6	18.0	26.8	34.0	8.8	6.6	3.5	0.9	0.2	0.0	0.0	1.3	12	75.8	18	445	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	122	0	2	8.1	57.3	18.5	6.5	3.2	2.4	1.6	0.8	0.0	0.0	1.6	10	75.8	20	207	
NEW YORK (JF KENNEDY)	EMIRATES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	488	0.0	0	0	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	335	0	3	19.8	39.3	25.7	7.7	4.1	1.8	0.6	0.0	0.0	0.0	0.9	7	76.7	29	215
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1116</b>	<b>0</b>	<b>11</b>	<b>17.7</b>	<b>38.3</b>	<b>27.5</b>	<b>7.4</b>	<b>4.9</b>	<b>2.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>9</b>	<b>77.0</b>	<b>20</b>	<b>1055</b>
NEW YORK (NEWARK)	AIR INDIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	27	27
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	95	0	10	7.6	28.6	39.0	4.8	7.6	1.0	0.0	1.0	1.0	0.0	9.5	15	80.7	15	119
NEW YORK (NEWARK)	UNITED AIRLINES	S	288	0	0	17.0	52.4	21.2	3.8	3.5	1.0	0.7	0.0	0.3	0.0	0.0	8	81.9	13	252
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	5	22.6	35.5	24.2	1.6	6.5	1.6	0.0	0.0	0.0	0.0	8.1	6	86.2	16	58
<b>TOTAL NEW YORK (NEWARK)</b>			<b>440</b>	<b>0</b>	<b>15</b>	<b>15.6</b>	<b>44.6</b>	<b>25.7</b>	<b>3.7</b>	<b>4.8</b>	<b>1.1</b>	<b>0.4</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>3.3</b>	<b>9</b>	<b>80.6</b>	<b>15</b>	<b>456</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL ORLANDO</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>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	119	0	0	18.5	48.7	20.2	5.0	3.4	3.4	0.8	0.0	0.0	0.0	0.0	7	79.8	12	123
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	6.5	19.4	43.5	16.1	6.5	4.8	0.0	3.2	0.0	0.0	0.0	20	74.2	17	62
PHILADELPHIA INTERNATIONAL	DELTA AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	2
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	93.2	6	44
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>38.7</b>	<b>28.2</b>	<b>8.8</b>	<b>4.4</b>	<b>3.9</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.6</b>	<b>12</b>	<b>231</b>
PHOENIX	BRITISH AIRWAYS PLC	S	62	0	0	12.9	22.6	40.3	14.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	12	61.3	20	62
<b>TOTAL PHOENIX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>22.6</b>	<b>40.3</b>	<b>14.5</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>12</b>	<b>61.3</b>	<b>20</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	25.8	56.5	11.3	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	3	91.9	5	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>56.5</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	61	0	0	16.4	36.1	23.0	11.5	6.6	1.6	4.9	0.0	0.0	0.0	0.0	16	83.6	13	61
<b>TOTAL SAN DIEGO</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>36.1</b>	<b>23.0</b>	<b>11.5</b>	<b>6.6</b>	<b>1.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.6</b>	<b>13</b>	<b>61</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	14.5	24.2	37.1	14.5	7.3	2.4	0.0	0.0	0.0	0.0	0.0	11	75.8	13	124
SAN FRANCISCO	UNITED AIRLINES	S	122	0	0	18.0	42.6	22.1	8.2	4.9	3.3	0.0	0.8	0.0	0.0	0.0	10	87.0	7	121
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	1	29.9	20.5	34.2	4.3	6.8	1.7	1.7	0.0	0.0	0.0	0.9	10	87.3	8	102
<b>TOTAL SAN FRANCISCO</b>			<b>362</b>	<b>0</b>	<b>1</b>	<b>20.7</b>	<b>29.2</b>	<b>31.1</b>	<b>9.1</b>	<b>6.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>83.1</b>	<b>10</b>	<b>347</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	60	0	0	15.0	36.7	28.3	6.7	3.3	5.0	0.0	1.7	3.3	0.0	0.0	38	88.9	5	45
<b>TOTAL SAN JOSE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>36.7</b>	<b>28.3</b>	<b>6.7</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>88.9</b>	<b>5</b>	<b>45</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	87	0	0	16.1	43.7	32.2	4.6	2.3	1.1	0.0	0.0	0.0	0.0	0.0	4	70.9	24	86
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	2	28.3	43.3	20.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	3.3	2	87.9	9	58
<b>TOTAL SEATTLE (TACOMA)</b>			<b>145</b>	<b>0</b>	<b>2</b>	<b>21.1</b>	<b>43.5</b>	<b>27.2</b>	<b>4.1</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>3</b>	<b>77.8</b>	<b>18</b>	<b>144</b>

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	137	0	4	9.2	28.4	31.2	14.9	5.7	5.0	0.7	2.1	0.0	0.0	2.8	18	92.6	4	119
WASHINGTON (DULLES)	UNITED AIRLINES	S	184	0	0	15.8	52.2	21.7	4.3	1.6	2.2	0.5	1.6	0.0	0.0	0.0	9	88.7	16	184
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	1	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	18	0.0	0	0
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	55	0	1	33.9	41.1	16.1	3.6	1.8	1.8	0.0	0.0	0.0	0.0	1.8	4	92.3	6	52
<b>TOTAL WASHINGTON (DULLES)</b>			<b>378</b>	<b>0</b>	<b>6</b>	<b>15.9</b>	<b>41.7</b>	<b>24.2</b>	<b>8.1</b>	<b>3.4</b>	<b>3.1</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>90.5</b>	<b>11</b>	<b>355</b>
<b>TOTAL USA</b>			<b>5763</b>	<b>0</b>	<b>57</b>	<b>16.7</b>	<b>37.4</b>	<b>28.0</b>	<b>8.2</b>	<b>4.7</b>	<b>2.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>80.7</b>	<b>15</b>	<b>5603</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	0.0	11.1	61.1	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	55.6	24	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</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>0.0</b>	<b>19</b>	<b>55.6</b>	<b>24</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</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>0.0</b>	<b>19</b>	<b>55.6</b>	<b>24</b>	<b>18</b>
<b>VIETNAM</b>																				
HANOI	VIETNAM AIRLINES	S	36	0	0	11.1	5.6	41.7	13.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	82.4	7	34
<b>TOTAL HANOI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>5.6</b>	<b>41.7</b>	<b>13.9</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>22</b>	<b>82.4</b>	<b>7</b>	<b>34</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	26	0	0	3.8	38.5	34.6	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	75.0	12	28
<b>TOTAL HO CHI MINH CITY</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>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>75.0</b>	<b>12</b>	<b>28</b>
<b>TOTAL VIETNAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>38.7</b>	<b>11.3</b>	<b>12.9</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>18</b>	<b>79.0</b>	<b>9</b>	<b>62</b>
<b>TOTAL HEATHROW</b>			<b>37482</b>	<b>0</b>	<b>343</b>	<b>12.0</b>	<b>41.6</b>	<b>30.1</b>	<b>8.0</b>	<b>4.7</b>	<b>2.0</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>77.9</b>	<b>12</b>	<b>37814</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: ISLE OF MAN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	94	0	0	41.5	52.1	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.8	5	98	
<b>TOTAL DUBLIN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>41.5</b>	<b>52.1</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.8</b>	<b>5</b>	<b>98</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>41.5</b>	<b>52.1</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.8</b>	<b>5</b>	<b>98</b>	
<b>SWITZERLAND</b>																					
GENEVA	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	62.5	11	8		
GENEVA	FLYBE LTD	S	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	24	0.0	0	0		
<b>TOTAL GENEVA</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>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>62.5</b>	<b>11</b>	<b>8</b>		
<b>TOTAL SWITZERLAND</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>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>62.5</b>	<b>11</b>	<b>8</b>		
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	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	54.5	19	42		
<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</b>	<b>54.5</b>	<b>19</b>	<b>42</b>		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	16	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BIRMINGHAM	FLYBE LTD	S	58	0	4	0.0	45.2	41.9	4.8	0.0	0.0	1.6	0.0	0.0	6.5	6	79.4	9	68		
<b>TOTAL BIRMINGHAM</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>45.2</b>	<b>41.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>6</b>	<b>79.4</b>	<b>9</b>	<b>68</b>		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.2	10	15			
BRISTOL	EASYJET UK LTD	S	16	0	0	6.3	43.8	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL BRISTOL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</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>12</b>	<b>63.2</b>	<b>10</b>	<b>15</b>		
EDINBURGH	LOGANAIR LTD	S	18	0	0	16.7	61.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	87.5	5	16		
<b>TOTAL EDINBURGH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>61.1</b>	<b>0.0</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>15</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	26	88			
GATWICK	EASYJET UK LTD	S	84	0	0	10.7	48.8	22.6	8.3	7.1	2.4	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL GATWICK</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>48.8</b>	<b>22.6</b>	<b>8.3</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.5</b>	<b>26</b>	<b>88</b>		
GLASGOW	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	43.8	17	16			
<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</b>	<b>43.8</b>	<b>17</b>	<b>16</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	91.5	3	71			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	88	0	2	24.4	57.8	11.1	0.0	1.1	1.1	0.0	0.0	2.2	0.0	35	0.0	0	0		
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	217	0	4	7.2	52.0	30.8	4.5	3.2	0.5	0.0	0.0	0.0	1.8	4	88.4	7	215		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>305</b>	<b>0</b>	<b>6</b>	<b>12.2</b>	<b>53.7</b>	<b>25.1</b>	<b>3.2</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>13</b>	<b>89.2</b>	<b>6</b>	<b>286</b>		
LONDON CITY	BA CITYFLYER LTD	S	138	0	1	5.8	44.6	30.9	6.5	6.5	2.2	2.9	0.0	0.0	0.7	12	85.5	11	138		
<b>TOTAL LONDON CITY</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>5.8</b>	<b>44.6</b>	<b>30.9</b>	<b>6.5</b>	<b>6.5</b>	<b>2.2</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>85.5</b>	<b>11</b>	<b>138</b>		

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER	FLYBE LTD	S	272	0	12	4.2	38.0	35.6	10.2	5.6	1.8	0.4	0.0	0.0	0.0	4.2	8	80.1	8	280
MANCHESTER	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL MANCHESTER</b>			<b>272</b>	<b>0</b>	<b>12</b>	<b>4.2</b>	<b>38.0</b>	<b>35.6</b>	<b>10.2</b>	<b>5.6</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8</b>	<b>80.3</b>	<b>8</b>	<b>282</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	50	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>0.0</b>	<b>50</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>907</b>	<b>0</b>	<b>23</b>	<b>8.3</b>	<b>46.0</b>	<b>29.6</b>	<b>6.9</b>	<b>4.4</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.5</b>	<b>10</b>	<b>81.2</b>	<b>10</b>	<b>953</b>
<b>TOTAL ISLE OF MAN</b>			<b>1009</b>	<b>0</b>	<b>23</b>	<b>11.2</b>	<b>46.5</b>	<b>27.6</b>	<b>6.2</b>	<b>4.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>82.0</b>	<b>10</b>	<b>1059</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: JERSEY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>																				
GRENOBLE	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL GRENOBLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	GERMANIA FLUGGESELLSCHAFT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL FARO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	C	20	0	0	0.0	10.0	45.0	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.9	27	17
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>45.0</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>0.0</b>	<b>0.0</b>	<b>17</b>	<b>52.9</b>	<b>27</b>	<b>17</b>
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>45.0</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>0.0</b>	<b>0.0</b>	<b>17</b>	<b>52.9</b>	<b>27</b>	<b>17</b>
<b>SWITZERLAND</b>																				
GENEVA	FLYBE 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	9	62.5	14	8
<b>TOTAL GENEVA</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>9</b>	<b>62.5</b>	<b>14</b>	<b>8</b>
<b>TOTAL SWITZERLAND</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>9</b>	<b>62.5</b>	<b>14</b>	<b>8</b>
<b>UNITED KINGDOM</b>																				
BIRMINGHAM	FLYBE LTD	S	71	0	0	5.6	69.0	23.9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2	76.2	13	104
<b>TOTAL BIRMINGHAM</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>69.0</b>	<b>23.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>76.2</b>	<b>13</b>	<b>104</b>
BRISTOL	BLUE ISLANDS LIMITED	S	52	0	0	23.1	38.5	30.8	0.0	1.9	5.8	0.0	0.0	0.0	0.0	0.0	6	88.2	5	51
<b>TOTAL BRISTOL</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>38.5</b>	<b>30.8</b>	<b>0.0</b>	<b>1.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>5</b>	<b>51</b>
CARDIFF WALES	FLYBE LTD	S	18	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	79.2	13	24
<b>TOTAL CARDIFF WALES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.2</b>	<b>13</b>	<b>24</b>
DONCASTER SHEFFIELD	FLYBE LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	2
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	28	0	0	0.0	64.3	21.4	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	8	44
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>64.3</b>	<b>21.4</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.8</b>	<b>8</b>	<b>44</b>
EXETER	FLYBE LTD	S	74	0	0	4.1	52.7	24.3	8.1	6.8	2.7	1.4	0.0	0.0	0.0	0.0	11	76.2	13	101
<b>TOTAL EXETER</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>52.7</b>	<b>24.3</b>	<b>8.1</b>	<b>6.8</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.2</b>	<b>13</b>	<b>101</b>
GATWICK	BRITISH AIRWAYS PLC	S	302	0	0	20.9	61.3	13.2	1.3	2.0	0.7	0.0	0.7	0.0	0.0	0.0	4	94.5	8	290
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	11	155
GATWICK	EASYJET UK LTD	S	152	0	0	35.5	45.4	13.8	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 GATWICK</b>			<b>454</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>55.9</b>	<b>13.4</b>	<b>1.8</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.9</b>	<b>9</b>	<b>445</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	20
GLASGOW	EASYJET UK LTD	S	20	0	0	10.0	75.0	0.0	5.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>75.0</b>	<b>0.0</b>	<b>5.0</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>17</b>	<b>50.0</b>	<b>26</b>	<b>20</b>
GUERNSEY	BLUE ISLANDS LIMITED	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0
GUERNSEY	BLUE ISLANDS LIMITED	S	203	0	0	2.0	66.0	23.2	3.9	1.0	2.0	1.5	0.5	0.0	0.0	0.0	7	78.9	13	225
GUERNSEY	FLYBE LTD	S	47	0	0	10.6	61.7	14.9	6.4	2.1	2.1	2.1	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>64.9</b>	<b>21.5</b>	<b>4.4</b>	<b>1.2</b>	<b>2.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.9</b>	<b>13</b>	<b>225</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	88.4	11	43
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	80	0	0	32.5	52.5	12.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>32.5</b>	<b>52.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.4</b>	<b>11</b>	<b>43</b>
LONDON CITY	BLUE ISLANDS LIMITED	S	94	0	2	12.5	43.8	32.3	7.3	0.0	2.1	0.0	0.0	0.0	0.0	2.1	6	66.7	25	96
<b>TOTAL LONDON CITY</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>43.8</b>	<b>32.3</b>	<b>7.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>66.7</b>	<b>25</b>	<b>96</b>
MANCHESTER	FLYBE LTD	S	38	0	0	5.3	63.2	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	15	28
<b>TOTAL MANCHESTER</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>63.2</b>	<b>21.1</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>0.0</b>	<b>3</b>	<b>75.0</b>	<b>15</b>	<b>28</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	147	0	0	13.6	57.1	15.6	4.1	3.4	4.8	1.4	0.0	0.0	0.0	0.0	10	75.3	19	158
SOUTHAMPTON	FLYBE LTD	S	71	0	1	1.4	47.2	37.5	6.9	4.2	1.4	0.0	0.0	0.0	0.0	1.4	6	67.0	17	112
<b>TOTAL SOUTHAMPTON</b>			<b>218</b>	<b>0</b>	<b>1</b>	<b>9.6</b>	<b>53.9</b>	<b>22.8</b>	<b>5.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>71.9</b>	<b>18</b>	<b>270</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1402</b>	<b>0</b>	<b>3</b>	<b>14.9</b>	<b>56.8</b>	<b>19.6</b>	<b>3.6</b>	<b>2.2</b>	<b>1.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>80.0</b>	<b>13</b>	<b>1453</b>
<b>TOTAL JERSEY</b>			<b>1431</b>	<b>0</b>	<b>3</b>	<b>14.6</b>	<b>55.9</b>	<b>20.2</b>	<b>4.2</b>	<b>2.4</b>	<b>1.7</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>79.6</b>	<b>13</b>	<b>1479</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	JET2.COM LTD	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	20	87.5	7	8	
<b>TOTAL SALZBURG</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>20</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOTAL AUSTRIA</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>20</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM 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	12	100.0	6	2	
<b>TOTAL PRAGUE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	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>TOTAL BILLUND</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>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	51	50.0	21	4	
<b>TOTAL ENONTEKIO</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>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>51</b>	<b>50.0</b>	<b>21</b>	<b>4</b>	
<b>TOTAL FINLAND</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>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>51</b>	<b>50.0</b>	<b>21</b>	<b>4</b>	
<b>FRANCE</b>																					
GRENOBLE	JET2.COM LTD	S	8	0	0	0.0	62.5	25.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	32	87.5	6	8	
<b>TOTAL GRENOBLE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	34	0	0	0.0	58.8	38.2	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	6	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.8</b>	<b>38.2</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>0.0</b>	<b>2</b>	<b>88.2</b>	<b>6</b>	<b>34</b>	
<b>TOTAL FRANCE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>59.5</b>	<b>35.7</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.1</b>	<b>6</b>	<b>42</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	JET2.COM LTD	S	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
DUSSELDORF	FLYBE LTD	S	38	0	0	13.2	57.9	21.1	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.0	4	48	
<b>TOTAL DUSSELDORF</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>57.9</b>	<b>21.1</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.0</b>	<b>4</b>	<b>48</b>	
<b>TOTAL GERMANY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>54.8</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>4</b>	<b>52</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4	
<b>TOTAL BUDAPEST</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
<b>TOTAL HUNGARY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
<b>ICELAND</b>																					
AKUREYRI	TITAN AIRWAYS 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 AKUREYRI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>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>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	114	0	0	2.6	60.5	33.3	1.8	0.9	0.9	0.0	0.0	0.0	0.0	0.0	3	83.6	7	114	
DUBLIN	RYANAIR	S	115	0	1	6.9	38.8	37.1	6.9	7.8	1.7	0.0	0.0	0.0	0.0	0.9	9	89.7	11	116	
<b>TOTAL DUBLIN</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>49.6</b>	<b>35.2</b>	<b>4.3</b>	<b>4.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>86.6</b>	<b>9</b>	<b>230</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>229</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>49.6</b>	<b>35.2</b>	<b>4.3</b>	<b>4.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>6</b>	<b>86.6</b>	<b>9</b>	<b>230</b>	
<b>ITALY</b>																					
TURIN	JET2.COM LTD	S	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>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>TOTAL ITALY</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	18	0	0	5.6	38.9	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	7	17	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>0.0</b>	<b>8</b>	<b>83.3</b>	<b>7</b>	<b>17</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>0.0</b>	<b>8</b>	<b>83.3</b>	<b>7</b>	<b>17</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	17	0	1	0.0	16.7	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5.6	8	83.3	6	18	
<b>TOTAL VILNIUS</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</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>5.6</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.7</b>	<b>61.1</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>5.6</b>	<b>8</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	17	0	1	0.0	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	2	66.7	14	18	
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>66.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>2</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>66.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>2</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	JET2.COM LTD	S	52	0	0	0.0	53.8	34.6	3.8	3.8	1.9	0.0	1.9	0.0	0.0	0.0	10	86.5	4	51	
AMSTERDAM	KLM	S	169	0	8	1.7	50.8	29.4	5.6	5.6	0.6	1.1	0.0	0.6	0.0	4.5	9	82.6	9	168	
<b>TOTAL AMSTERDAM</b>			<b>221</b>	<b>0</b>	<b>8</b>	<b>1.3</b>	<b>51.5</b>	<b>30.6</b>	<b>5.2</b>	<b>5.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>3.5</b>	<b>10</b>	<b>83.5</b>	<b>8</b>	<b>219</b>	
<b>TOTAL NETHERLANDS</b>			<b>221</b>	<b>0</b>	<b>8</b>	<b>1.3</b>	<b>51.5</b>	<b>30.6</b>	<b>5.2</b>	<b>5.2</b>	<b>0.9</b>	<b>0.9</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>3.5</b>	<b>10</b>	<b>83.5</b>	<b>8</b>	<b>219</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	0	0.0	30.8	34.6	11.5	7.7	11.5	3.8	0.0	0.0	0.0	0.0	23	61.8	25	34	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>34.6</b>	<b>11.5</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>23</b>	<b>61.8</b>	<b>25</b>	<b>34</b>	
KRAKOW	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KRAKOW	RYANAIR	S	38	0	1	2.6	38.5	30.8	7.7	15.4	2.6	0.0	0.0	0.0	0.0	2.6	11	76.5	7	32	
<b>TOTAL KRAKOW</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>39.5</b>	<b>32.6</b>	<b>7.0</b>	<b>14.0</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>10</b>	<b>76.5</b>	<b>7</b>	<b>32</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	20	0	0	5.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	23	90.0	7	20	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</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>23</b>	<b>90.0</b>	<b>7</b>	<b>20</b>	
WROCLAW	RYANAIR	S	16	0	0	12.5	12.5	37.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	94.4	3	18	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</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>20</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>104</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>31.4</b>	<b>37.1</b>	<b>7.6</b>	<b>13.3</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>77.4</b>	<b>12</b>	<b>104</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	7	0	0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	5	6	
FARO	RYANAIR	S	18	0	0	0.0	50.0	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	4	18	
<b>TOTAL FARO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>44.0</b>	<b>36.0</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>4</b>	<b>24</b>	
<b>TOTAL PORTUGAL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>44.0</b>	<b>36.0</b>	<b>12.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.7</b>	<b>4</b>	<b>24</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	10	0	0	0.0	40.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	83.3	4	12	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>4</b>	<b>12</b>	
<b>TOTAL PORTUGAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>4</b>	<b>12</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	15	0	1	0.0	25.0	50.0	6.3	6.3	0.0	0.0	6.3	0.0	0.0	6.3	18	88.9	5	18	
<b>TOTAL BRATISLAVA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>18</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>18</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	42	0	0	0.0	59.5	35.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.5	4	40	
ALICANTE	RYANAIR	S	48	0	0	6.3	29.2	45.8	8.3	8.3	2.1	0.0	0.0	0.0	0.0	0.0	10	84.8	5	44	
<b>TOTAL ALICANTE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>41.1</b>	<b>6.7</b>	<b>4.4</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>7</b>	<b>88.4</b>	<b>4</b>	<b>84</b>	
BARCELONA	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	11	4	
<b>TOTAL BARCELONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>50.0</b>	<b>11</b>	<b>4</b>	
MALAGA	JET2.COM LTD	S	30	0	0	16.7	56.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.1	4	38	
MALAGA	RYANAIR	S	28	0	0	3.6	28.6	50.0	3.6	3.6	3.6	0.0	7.1	0.0	0.0	0.0	26	83.3	5	30	
<b>TOTAL MALAGA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>43.1</b>	<b>37.9</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.2</b>	<b>4</b>	<b>68</b>	
MURCIA INTERNATIONAL	RYANAIR	S	7	0	1	0.0	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>0.0</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>12.5</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	RYANAIR	S	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	4	18	
<b>TOTAL MURCIA SAN JAVIER</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>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>42.4</b>	<b>41.8</b>	<b>4.1</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>88.1</b>	<b>5</b>	<b>174</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	32	0	0	18.8	40.6	31.3	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	27	
ARRECIFE	RYANAIR	S	28	0	0	3.6	25.0	42.9	17.9	3.6	7.1	0.0	0.0	0.0	0.0	0.0	13	84.6	17	26	
<b>TOTAL ARRECIFE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>33.3</b>	<b>36.7</b>	<b>11.7</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>8</b>	<b>85.2</b>	<b>11</b>	<b>53</b>	
FUERTEVENTURA	JET2.COM LTD	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	3	77.8	6	17	
FUERTEVENTURA	RYANAIR	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	72.2	13	18	
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</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>0.0</b>	<b>4</b>	<b>75.0</b>	<b>9</b>	<b>35</b>	
LAS PALMAS	JET2.COM LTD	S	20	0	0	0.0	20.0	50.0	25.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	12	72.2	13	17	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	16	0	2	0.0	11.1	33.3	33.3	5.6	5.6	0.0	0.0	0.0	0.0	11.1	20	75.0	13	16	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.8</b>	<b>42.1</b>	<b>28.9</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>5.3</b>	<b>16</b>	<b>73.5</b>	<b>13</b>	<b>33</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	49	1	0	6.0	32.0	44.0	8.0	6.0	2.0	0.0	0.0	0.0	2.0	0.0	6	87.5	4	38	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	32	0	0	3.1	28.1	50.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	61.5	26	25	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>4.9</b>	<b>30.5</b>	<b>46.3</b>	<b>4.9</b>	<b>11.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>8</b>	<b>76.1</b>	<b>13</b>	<b>64</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>213</b>	<b>1</b>	<b>2</b>	<b>6.9</b>	<b>31.0</b>	<b>40.7</b>	<b>12.0</b>	<b>5.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.9</b>	<b>8</b>	<b>78.0</b>	<b>12</b>	<b>185</b>	
GENEVA	JET2.COM LTD	S	62	0	0	0.0	40.3	46.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	79.6	13	54	
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.3</b>	<b>46.8</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.6</b>	<b>13</b>	<b>54</b>	
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.3</b>	<b>46.8</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>79.6</b>	<b>13</b>	<b>54</b>	
<b>TURKEY</b>																					
ANKARA (ESENBOGA)	MALETH AERO	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</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 TURKEY</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>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	44.9	24	96	
<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>44.9</b>	<b>24</b>	<b>96</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	188	0	2	4.2	57.4	28.9	4.7	2.1	1.6	0.0	0.0	0.0	0.0	1.1	5	84.4	6	211	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>57.4</b>	<b>28.9</b>	<b>4.7</b>	<b>2.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>84.4</b>	<b>6</b>	<b>211</b>	
EXETER	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL EXETER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	30	2	
<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>15</b>	<b>50.0</b>	<b>30</b>	<b>2</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	8	2	
<b>TOTAL GUERNSEY</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>1</b>	<b>100.0</b>	<b>8</b>	<b>2</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	88	0	0	3.4	47.7	40.9	4.5	2.3	1.1	0.0	0.0	0.0	0.0	0.0	5	84.7	5	112	
<b>TOTAL HEATHROW</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>47.7</b>	<b>40.9</b>	<b>4.5</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>84.7</b>	<b>5</b>	<b>112</b>	
ISLE OF MAN	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	35	0.0	0	0	
<b>TOTAL ISLE OF MAN</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>	
MANCHESTER	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	1	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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
NEWQUAY	FLYBE LTD	S	26	0	0	3.8	53.8	34.6	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	88.5	5	25
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>34.6</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>8</b>	<b>88.5</b>	<b>5</b>	<b>25</b>
NORWICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	123	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>0.0</b>	<b>123</b>	<b>1</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	90	0	0	14.4	45.6	28.9	4.4	2.2	2.2	1.1	0.0	1.1	0.0	0.0	10	55.7	21	136
<b>TOTAL SOUTHAMPTON</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>14.4</b>	<b>45.6</b>	<b>28.9</b>	<b>4.4</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>55.7</b>	<b>21</b>	<b>136</b>
STANSTED	MALETH AERO	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL STANSTED</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 UNITED KINGDOM</b>			<b>398</b>	<b>0</b>	<b>3</b>	<b>6.2</b>	<b>51.4</b>	<b>32.7</b>	<b>4.2</b>	<b>2.2</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>69.0</b>	<b>13</b>	<b>585</b>
<b>USA</b>																				
NEW YORK (NEWARK)	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	40	1
<b>TOTAL NEW YORK (NEWARK)</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>40</b>	<b>1</b>
<b>TOTAL USA</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>40</b>	<b>1</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>1614</b>	<b>1</b>	<b>20</b>	<b>4.8</b>	<b>44.8</b>	<b>35.8</b>	<b>6.1</b>	<b>4.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>1.2</b>	<b>8</b>	<b>78.2</b>	<b>10</b>	<b>1771</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>AUSTRIA</b>																				
SALZBURG	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	6	8
SALZBURG	EASYJET UK LTD	S	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	6	0.0	0	0
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.5</b>	<b>6</b>	<b>8</b>
<b>BULGARIA</b>																				
SOFIA	RYANAIR	S	18	0	0	0.0	16.7	38.9	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	61.1	13	18
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>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>61.1</b>	<b>13</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>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>61.1</b>	<b>13</b>	<b>18</b>
<b>CYPRUS</b>																				
LARNACA	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	66.7	16	18	
LARNACA	EASYJET UK LTD	S	17	0	0	5.9	29.4	47.1	0.0	0.0	11.8	0.0	5.9	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL LARNACA</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>0.0</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>25</b>	<b>66.7</b>	<b>16</b>	<b>18</b>
PAPHOS	RYANAIR	S	18	0	0	0.0	11.1	38.9	16.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	44	0.0	0	0
<b>TOTAL PAPHOS</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>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>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CYPRUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>42.9</b>	<b>8.6</b>	<b>5.7</b>	<b>11.4</b>	<b>0.0</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>66.7</b>	<b>16</b>	<b>18</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	RYANAIR	S	42	0	0	0.0	33.3	40.5	9.5	7.1	7.1	2.4	0.0	0.0	0.0	0.0	17	69.4	12	36
<b>TOTAL PRAGUE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.5</b>	<b>9.5</b>	<b>7.1</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.4</b>	<b>12</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.5</b>	<b>9.5</b>	<b>7.1</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>69.4</b>	<b>12</b>	<b>36</b>
<b>DENMARK</b>																				
COPENHAGEN	DANISH AIR TRANSPORT	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 COPENHAGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																				
BEAUVAIS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	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>100.0</b>	<b>8</b>	<b>1</b>	
GRENOBLE	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	75.0	7	8	
GRENOBLE	EASYJET UK 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	2	0.0	0	0	
<b>TOTAL GRENOBLE</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>2</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
NICE	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	90.9	5	22	
NICE	EASYJET UK LTD	S	22	0	0	9.1	68.2	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL NICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>68.2</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.9</b>	<b>5</b>	<b>22</b>	
PARIS (CHARLES DE GAULLE)	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	76.7	9	30	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	36	0	0	5.6	58.3	27.8	2.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>58.3</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.7</b>	<b>9</b>	<b>30</b>	
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	22	0	0	27.3	68.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>68.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>88</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>62.5</b>	<b>20.5</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.0</b>	<b>7</b>	<b>61</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	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	80.0	9	30	
BERLIN BRANDENBURG	EASYJET UK LTD	S	22	0	0	4.5	40.9	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>45.5</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>6</b>	<b>80.0</b>	<b>9</b>	<b>30</b>	
FRANKFURT MAIN	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	
<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>13</b>	<b>1</b>	
MUNICH	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL 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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>45.5</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>6</b>	<b>81.3</b>	<b>8</b>	<b>32</b>	
<b>HUNGARY</b>																					
BUDAPEST	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
BUDAPEST	WIZZ AIR	S	22	0	0	0.0	4.5	59.1	9.1	9.1	0.0	18.2	0.0	0.0	0.0	0.0	36	61.1	14	18	
<b>TOTAL BUDAPEST</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.3</b>	<b>56.5</b>	<b>13.0</b>	<b>8.7</b>	<b>0.0</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>61.1</b>	<b>14</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.3</b>	<b>56.5</b>	<b>13.0</b>	<b>8.7</b>	<b>0.0</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>61.1</b>	<b>14</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	42	0	0	21.4	33.3	21.4	9.5	2.4	11.9	0.0	0.0	0.0	0.0	0.0	13	65.2	16	45	
<b>TOTAL CORK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>33.3</b>	<b>21.4</b>	<b>9.5</b>	<b>2.4</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.2</b>	<b>16</b>	<b>45</b>	
DUBLIN	RYANAIR	S	190	0	0	4.2	41.6	38.4	10.0	4.2	1.1	0.5	0.0	0.0	0.0	0.0	7	80.3	11	223	
<b>TOTAL DUBLIN</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>41.6</b>	<b>38.4</b>	<b>10.0</b>	<b>4.2</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.3</b>	<b>11</b>	<b>223</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	52	0	0	9.6	50.0	28.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	5	51	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>50.0</b>	<b>28.8</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>4</b>	<b>88.5</b>	<b>5</b>	<b>51</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>41.9</b>	<b>34.2</b>	<b>9.5</b>	<b>3.9</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.4</b>	<b>10</b>	<b>319</b>	
<b>ITALY</b>																					
BERGAMO	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	87.5	19	24	
<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>87.5</b>	<b>19</b>	<b>24</b>	
MILAN (MALPENSA)	RYANAIR	S	28	0	0	0.0	17.9	46.4	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	42.3	19	26	
<b>TOTAL MILAN (MALPENSA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>46.4</b>	<b>21.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>42.3</b>	<b>19</b>	<b>26</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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	
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	33	0	0	0.0	42.4	30.3	18.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	25	72.0	44	50	
<b>TOTAL ROME (FIUMICINO)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>30.3</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>72.0</b>	<b>44</b>	<b>50</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	18	
VENICE	EASYJET UK LTD	S	18	0	0	38.9	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
<b>TOTAL ITALY</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>34.2</b>	<b>32.9</b>	<b>15.2</b>	<b>5.1</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>15</b>	<b>70.3</b>	<b>28</b>	<b>118</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2	
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	88.9	15	18	
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.0</b>	<b>16</b>	<b>20</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>85.0</b>	<b>16</b>	<b>20</b>	
<b>LEBANON</b>																					
BEIRUT	ALMASRIA UNIVERSAL 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	46	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>0.0</b>	<b>46</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>0.0</b>	<b>46</b>	<b>1</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	21	0	0	4.8	38.1	38.1	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	7	72.2	9	18	
<b>TOTAL VILNIUS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>38.1</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>38.1</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	17	0	0	0.0	11.8	52.9	11.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	4	18	
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>52.9</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>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>52.9</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>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>MOROCCO</b>																					
MARRAKESH	RYANAIR	S	16	0	0	0.0	6.3	75.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	16	18	
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>75.0</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>0.0</b>	<b>6</b>	<b>77.8</b>	<b>16</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>75.0</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>0.0</b>	<b>6</b>	<b>77.8</b>	<b>16</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	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	90.3	6	142	
AMSTERDAM	EASYJET UK LTD	S	138	0	0	3.6	58.0	23.9	5.8	3.6	2.2	2.2	0.7	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>58.0</b>	<b>23.9</b>	<b>5.8</b>	<b>3.6</b>	<b>2.2</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.3</b>	<b>6</b>	<b>142</b>	
<b>TOTAL NETHERLANDS</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>58.0</b>	<b>23.9</b>	<b>5.8</b>	<b>3.6</b>	<b>2.2</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>90.3</b>	<b>6</b>	<b>142</b>	
<b>NORWAY</b>																					
BERGEN	WIDEROE FLYVESELSKAP A/S	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	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 NORWAY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	28	0	0	0.0	46.4	46.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	60.0	22	30	
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.4</b>	<b>46.4</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>60.0</b>	<b>22</b>	<b>30</b>	
<b>KATOWICE</b>	WIZZ AIR	S	20	0	0	0.0	10.0	65.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	10	22	
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>65.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.8</b>	<b>10</b>	<b>22</b>	
<b>KRAKOW</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	84.6	21	26	
<b>KRAKOW</b>	EASYJET UK LTD	S	25	0	0	4.0	64.0	20.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>KRAKOW</b>	RYANAIR	S	30	0	0	6.7	26.7	40.0	16.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	72.4	10	29	
<b>TOTAL KRAKOW</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>43.6</b>	<b>30.9</b>	<b>10.9</b>	<b>7.3</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>8</b>	<b>78.2</b>	<b>15</b>	<b>55</b>	
<b>LUBLIN (PORT LOTNICZY)</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	75.0	8	16	
<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>75.0</b>	<b>8</b>	<b>16</b>	
<b>POZNAN</b>	RYANAIR	S	18	0	0	0.0	50.0	38.9	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10	75.0	9	20	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</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>9</b>	<b>20</b>	
<b>SZCZECIN (GOLENOW)</b>	RYANAIR	S	18	0	0	11.1	38.9	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	22	16	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>62.5</b>	<b>22</b>	<b>16</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	16	0	0	0.0	31.3	43.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	15	22	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</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>6</b>	<b>50.0</b>	<b>15</b>	<b>22</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	34	0	0	17.6	23.5	38.2	8.8	2.9	2.9	0.0	5.9	0.0	0.0	0.0	17	95.0	3	40	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>38.2</b>	<b>8.8</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>17</b>	<b>95.0</b>	<b>3</b>	<b>40</b>	
<b>WROCLAW</b>	RYANAIR	S	20	0	0	5.0	25.0	55.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.9	13	26	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>55.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>76.9</b>	<b>13</b>	<b>26</b>	
<b>TOTAL POLAND</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>34.9</b>	<b>42.6</b>	<b>10.0</b>	<b>3.3</b>	<b>1.9</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.9</b>	<b>13</b>	<b>247</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</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	90.9	4	22	
<b>FARO</b>	EASYJET UK LTD	S	22	0	0	22.7	59.1	9.1	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	25	0.0	0	0	
<b>FARO</b>	RYANAIR	S	16	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	7	18	
<b>TOTAL FARO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>50.0</b>	<b>26.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.0</b>	<b>5</b>	<b>40</b>	
<b>LISBON</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	94.4	3	18	
<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>94.4</b>	<b>3</b>	<b>18</b>	
<b>OPORTO (PORTUGAL)</b>	RYANAIR	S	16	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	3	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>53.7</b>	<b>29.6</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.5</b>	<b>4</b>	<b>76</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ROMANIA</b>																					
<b>BACAU</b>	BLUE AIR TRANSPORT AERIAN	S	18	0	0	11.1	61.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.6	45	17	
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>70.6</b>	<b>45</b>	<b>17</b>	
<b>BUCHAREST (OTOPENI)</b>	BLUE AIR TRANSPORT AERIAN	S	34	0	0	14.7	26.5	41.2	8.8	2.9	2.9	2.9	0.0	0.0	0.0	0.0	13	61.8	25	34	
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	28	0	0	3.6	3.6	42.9	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>16.1</b>	<b>41.9</b>	<b>14.5</b>	<b>8.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.8</b>	<b>25</b>	<b>34</b>	
<b>CLUJ NAPOCA</b>	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	23	16	
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	16	0	0	0.0	0.0	25.0	43.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</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>29</b>	<b>37.5</b>	<b>23</b>	<b>16</b>	
<b>IASI</b>	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1	
<b>IASI</b>	WIZZ AIR	S	16	0	0	0.0	25.0	43.8	0.0	6.3	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL IASI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>0.0</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>23</b>	<b>0.0</b>	<b>45</b>	<b>1</b>	
<b>TOTAL ROMANIA</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>22.3</b>	<b>37.5</b>	<b>14.3</b>	<b>8.0</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.4</b>	<b>30</b>	<b>68</b>	
<b>SLOVAK REPUBLIC</b>																					
<b>BRATISLAVA</b>	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	12	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	BLUE AIR TRANSPORT AERIAN	S	32	0	0	3.1	31.3	43.8	15.6	0.0	6.3	0.0	0.0	0.0	0.0	0.0	12	76.9	28	26	
<b>ALICANTE</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	82.5	11	40	
<b>ALICANTE</b>	EASYJET UK LTD	S	40	0	0	25.0	40.0	22.5	5.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>ALICANTE</b>	RYANAIR	S	44	0	0	2.3	27.3	52.3	6.8	6.8	4.5	0.0	0.0	0.0	0.0	0.0	10	82.6	8	46	
<b>TOTAL ALICANTE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>32.8</b>	<b>39.7</b>	<b>8.6</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.3</b>	<b>14</b>	<b>112</b>	
<b>BARCELONA</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	90.5	5	42	
<b>BARCELONA</b>	EASYJET UK LTD	S	36	0	0	22.2	61.1	13.9	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>BARCELONA</b>	RYANAIR	S	34	0	0	5.9	17.6	47.1	14.7	8.8	2.9	0.0	0.0	2.9	0.0	0.0	23	73.0	11	37	
<b>TOTAL BARCELONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>40.0</b>	<b>30.0</b>	<b>7.1</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.3</b>	<b>8</b>	<b>79</b>	
<b>MADRID</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	95.0	6	40	
<b>MADRID</b>	EASYJET UK LTD	S	32	0	0	9.4	65.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL MADRID</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>65.6</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>95.0</b>	<b>6</b>	<b>40</b>	
<b>MALAGA</b>	BLUE AIR TRANSPORT AERIAN	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>MALAGA</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	93.8	5	32	
<b>MALAGA</b>	EASYJET UK LTD	S	48	0	0	18.8	70.8	4.2	2.1	2.1	2.1	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>MALAGA</b>	RYANAIR	S	36	0	0	8.3	41.7	33.3	13.9	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	7	40	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>86</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>58.1</b>	<b>17.4</b>	<b>7.0</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>0.0</b>	<b>4</b>	<b>91.7</b>	<b>6</b>	<b>72</b>
MURCIA INTERNATIONAL	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	23	0.0	0	0
<b>TOTAL MURCIA 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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL MURCIA SAN JAVIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18
PALMA DE MALLORCA	EASYJET UK LTD	S	16	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
<b>TOTAL PALMA DE MALLORCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</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>0.0</b>	<b>0</b>	<b>94.4</b>	<b>2</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>321</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>47.0</b>	<b>28.0</b>	<b>6.9</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.3</b>	<b>9</b>	<b>322</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	20
ARRECIFE	EASYJET UK LTD	S	22	0	0	13.6	36.4	36.4	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
ARRECIFE	RYANAIR	S	16	0	0	0.0	18.8	50.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	13	18
<b>TOTAL ARRECIFE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>28.9</b>	<b>42.1</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.7</b>	<b>8</b>	<b>38</b>
FUERTEVENTURA	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	88.9	6	18
FUERTEVENTURA	EASYJET UK LTD	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	0.0	0	0
FUERTEVENTURA	RYANAIR	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	23	8
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>34.6</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.8</b>	<b>11</b>	<b>26</b>
LAS PALMAS	RYANAIR	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	1
<b>TOTAL LAS PALMAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	12	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>12</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>30.8</b>	<b>37.2</b>	<b>19.2</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.5</b>	<b>8</b>	<b>77</b>
<b>GENEVA</b>																				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	5	138
GENEVA	EASYJET UK LTD	S	168	0	0	4.8	56.0	29.8	4.8	2.4	1.2	0.0	1.2	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL GENEVA</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>56.0</b>	<b>29.8</b>	<b>4.8</b>	<b>2.4</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>8</b>	<b>87.0</b>	<b>5</b>	<b>138</b>
<b>TOTAL SWITZERLAND</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>56.0</b>	<b>29.8</b>	<b>4.8</b>	<b>2.4</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>8</b>	<b>87.0</b>	<b>5</b>	<b>138</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI (WORLD CENTRAL)	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	24	2
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>24</b>	<b>2</b>
<b>TOTAL UNITED ARAB</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>24</b>	<b>2</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>UNITED KINGDOM</b>																				
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	2	34
<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>2</b>	<b>34</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.1	3	332	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	355	0	1	4.8	68.8	14.9	3.1	3.4	1.7	1.7	1.4	0.0	0.0	0.3	10	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>355</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>68.8</b>	<b>14.9</b>	<b>3.1</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>93.1</b>	<b>3</b>	<b>332</b>
BOURNEMOUTH	BMI REGIONAL	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BOURNEMOUTH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
<b>TOTAL BOURNEMOUTH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>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>50.0</b>	<b>13</b>	<b>2</b>
CARDIFF WALES	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2
CARDIFF WALES	EASTERN AIRWAYS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>30</b>	<b>2</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	8.8	55.9	32.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	11	36
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>55.9</b>	<b>32.4</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>0.0</b>	<b>2</b>	<b>80.6</b>	<b>11</b>	<b>36</b>
GATWICK	EASYJET UK LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
GATWICK	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
ISLE OF MAN	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	91.7	3	72
ISLE OF MAN	EASYJET UK LTD	S	87	0	0	21.8	63.2	12.6	0.0	1.1	1.1	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
ISLE OF MAN	FLYBE LTD	S	216	0	2	5.0	45.9	39.9	5.0	2.3	0.5	0.0	0.0	0.5	0.0	0.9	8	88.0	7	216
<b>TOTAL ISLE OF MAN</b>			<b>303</b>	<b>0</b>	<b>2</b>	<b>9.8</b>	<b>50.8</b>	<b>32.1</b>	<b>3.6</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>288</b>
JERSEY	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	93.2	9	44
JERSEY	EASYJET UK LTD	S	80	0	0	12.5	65.0	16.3	2.5	1.3	2.5	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL JERSEY</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>65.0</b>	<b>16.3</b>	<b>2.5</b>	<b>1.3</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>4</b>	<b>93.2</b>	<b>9</b>	<b>44</b>
LUTON	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	15	1
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
MANCHESTER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
NEWCASTLE	DANISH AIR TRANSPORT	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
NEWCASTLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 NEWCASTLE</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>100.0</b>	<b>0</b>	<b>1</b>
NEWQUAY	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 NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
OLD WARDEN	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
<b>TOTAL OLD WARDEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	JOTA AVIATION 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	7	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	100.0	4	2
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>785</b>	<b>0</b>	<b>3</b>	<b>7.6</b>	<b>59.9</b>	<b>23.2</b>	<b>3.6</b>	<b>2.5</b>	<b>1.3</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>90.9</b>	<b>5</b>	<b>745</b>
<b>TOTAL LIVERPOOL (JOHN</b>			<b>2529</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>47.4</b>	<b>30.6</b>	<b>7.3</b>	<b>3.8</b>	<b>1.9</b>	<b>0.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>83.2</b>	<b>9</b>	<b>2520</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	TYROLEAN 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	91.7	5	129	
<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>91.7</b>	<b>5</b>	<b>129</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>91.7</b>	<b>5</b>	<b>129</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	62	0	0	12.9	38.7	29.0	8.1	4.8	6.5	0.0	0.0	0.0	0.0	0.0	11	72.2	11	54	
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>38.7</b>	<b>29.0</b>	<b>8.1</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>11</b>	<b>54</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>38.7</b>	<b>29.0</b>	<b>8.1</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>11</b>	<b>54</b>	
<b>DENMARK</b>																					
BILLUND	BA CITYFLYER LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BILLUND	SUN AIR OF SCANDINAVIA	S	88	0	0	6.8	55.7	30.7	1.1	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4	75.6	9	82	
<b>TOTAL BILLUND</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>54.4</b>	<b>30.0</b>	<b>1.1</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>2.2</b>	<b>4</b>	<b>73.8</b>	<b>9</b>	<b>82</b>	
<b>TOTAL DENMARK</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>54.4</b>	<b>30.0</b>	<b>1.1</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>2.2</b>	<b>4</b>	<b>73.8</b>	<b>9</b>	<b>82</b>	
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	S	22	0	0	4.5	31.8	45.5	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9	72.0	20	25	
<b>TOTAL CHAMBERY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>31.8</b>	<b>45.5</b>	<b>4.5</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.0</b>	<b>20</b>	<b>25</b>	
PARIS (ORLY)	BA CITYFLYER LTD	S	141	0	0	13.5	40.4	32.6	3.5	4.3	3.5	2.1	0.0	0.0	0.0	0.0	10	85.7	6	145	
<b>TOTAL PARIS (ORLY)</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>40.4</b>	<b>32.6</b>	<b>3.5</b>	<b>4.3</b>	<b>3.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.7</b>	<b>6</b>	<b>145</b>	
<b>TOTAL FRANCE</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>39.3</b>	<b>34.4</b>	<b>3.7</b>	<b>5.5</b>	<b>3.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.7</b>	<b>8</b>	<b>170</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	135	0	0	5.2	42.2	38.5	7.4	3.7	3.0	0.0	0.0	0.0	0.0	0.0	8	71.0	16	130	
<b>TOTAL BERLIN (TEGEL)</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>42.2</b>	<b>38.5</b>	<b>7.4</b>	<b>3.7</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>8</b>	<b>71.0</b>	<b>16</b>	<b>130</b>	
DUSSELDORF	BA CITYFLYER LTD	S	118	0	4	4.1	32.8	38.5	9.8	4.1	4.1	3.3	0.0	0.0	0.0	3.3	15	93.9	4	115	
DUSSELDORF	FLYBE LTD	S	135	0	9	2.8	37.5	32.6	5.6	11.1	2.1	1.4	0.7	0.0	0.0	6.3	14	90.1	6	120	
<b>TOTAL DUSSELDORF</b>			<b>253</b>	<b>0</b>	<b>13</b>	<b>3.4</b>	<b>35.3</b>	<b>35.3</b>	<b>7.5</b>	<b>7.9</b>	<b>3.0</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>14</b>	<b>91.9</b>	<b>5</b>	<b>235</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	144	0	6	4.0	38.0	34.7	10.7	5.3	2.7	0.7	0.0	0.0	0.0	4.0	10	78.6	11	123	
FRANKFURT MAIN	LUFTHANSA	S	170	0	8	2.2	39.3	34.3	7.3	9.0	3.4	0.0	0.0	0.0	0.0	4.5	10	55.4	18	166	
<b>TOTAL FRANKFURT MAIN</b>			<b>314</b>	<b>0</b>	<b>14</b>	<b>3.0</b>	<b>38.7</b>	<b>34.5</b>	<b>8.8</b>	<b>7.3</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>10</b>	<b>65.1</b>	<b>15</b>	<b>289</b>	
<b>TOTAL GERMANY</b>			<b>702</b>	<b>0</b>	<b>27</b>	<b>3.6</b>	<b>38.1</b>	<b>35.5</b>	<b>8.1</b>	<b>6.9</b>	<b>3.0</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>11</b>	<b>75.7</b>	<b>12</b>	<b>654</b>	
<b>ICELAND</b>																					
KEFLAVIK	BA CITYFLYER LTD	S	18	0	0	11.1	27.8	27.8	16.7	0.0	11.1	5.6	0.0	0.0	0.0	0.0	24	43.8	22	14	
<b>TOTAL KEFLAVIK</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>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>43.8</b>	<b>22</b>	<b>14</b>	
<b>TOTAL ICELAND</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>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>43.8</b>	<b>22</b>	<b>14</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	318	0	0	23.6	42.1	24.8	5.7	2.2	1.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
DUBLIN	BA CITYFLYER LTD	S	260	0	0	12.3	43.5	32.7	5.4	3.5	2.7	0.0	0.0	0.0	0.0	0.0	7	81.7	10	250	
DUBLIN	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.4	10	324	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	285	1	
<b>TOTAL DUBLIN</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>42.7</b>	<b>28.4</b>	<b>5.5</b>	<b>2.8</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>6</b>	<b>80.8</b>	<b>10</b>	<b>575</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>42.7</b>	<b>28.4</b>	<b>5.5</b>	<b>2.8</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>6</b>	<b>80.8</b>	<b>10</b>	<b>575</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	69	0	2	5.6	19.7	49.3	14.1	7.0	0.0	1.4	0.0	0.0	0.0	2.8	11	77.9	9	65	
<b>TOTAL FLORENCE</b>			<b>69</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>19.7</b>	<b>49.3</b>	<b>14.1</b>	<b>7.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>11</b>	<b>77.9</b>	<b>9</b>	<b>65</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	292	0	5	11.8	45.1	29.3	8.1	2.7	1.3	0.0	0.0	0.0	0.0	1.7	6	83.2	7	243	
MILAN (LINATE)	BA CITYFLYER LTD	S	205	0	1	8.7	37.4	38.3	8.3	2.9	3.9	0.0	0.0	0.0	0.0	0.5	8	71.9	11	135	
<b>TOTAL MILAN (LINATE)</b>			<b>497</b>	<b>0</b>	<b>6</b>	<b>10.5</b>	<b>41.9</b>	<b>33.0</b>	<b>8.2</b>	<b>2.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>7</b>	<b>79.1</b>	<b>8</b>	<b>378</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	21	52	
ROME (FIUMICINO)	BA CITYFLYER LTD	S	52	0	2	0.0	31.5	42.6	13.0	5.6	3.7	0.0	0.0	0.0	0.0	3.7	11	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>31.5</b>	<b>42.6</b>	<b>13.0</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>11</b>	<b>76.9</b>	<b>21</b>	<b>52</b>	
<b>TOTAL ITALY</b>			<b>618</b>	<b>0</b>	<b>10</b>	<b>9.1</b>	<b>38.5</b>	<b>35.7</b>	<b>9.2</b>	<b>3.5</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>78.7</b>	<b>10</b>	<b>495</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	294	0	2	2.0	35.8	44.3	7.1	5.7	4.4	0.0	0.0	0.0	0.0	0.7	11	84.9	7	308	
<b>TOTAL LUXEMBOURG</b>			<b>294</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>35.8</b>	<b>44.3</b>	<b>7.1</b>	<b>5.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>84.9</b>	<b>7</b>	<b>308</b>	
<b>TOTAL LUXEMBOURG</b>			<b>294</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>35.8</b>	<b>44.3</b>	<b>7.1</b>	<b>5.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>84.9</b>	<b>7</b>	<b>308</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	244	0	2	6.9	42.7	32.1	9.3	4.9	2.8	0.4	0.0	0.0	0.0	0.8	9	80.3	12	236	
AMSTERDAM	FLYBE LTD	S	73	0	1	4.1	32.4	35.1	12.2	9.5	4.1	1.4	0.0	0.0	0.0	1.4	15	69.7	17	75	
AMSTERDAM	KLM	S	420	0	28	6.5	38.4	31.0	10.9	4.9	1.8	0.2	0.0	0.0	0.0	6.3	8	73.4	10	345	
<b>TOTAL AMSTERDAM</b>			<b>737</b>	<b>0</b>	<b>31</b>	<b>6.4</b>	<b>39.2</b>	<b>31.8</b>	<b>10.5</b>	<b>5.3</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>9</b>	<b>75.4</b>	<b>11</b>	<b>656</b>	
ROTTERDAM	BA CITYFLYER LTD	S	267	0	8	3.6	50.2	28.0	6.2	4.0	2.9	1.8	0.4	0.0	0.0	2.9	11	80.0	12	306	
<b>TOTAL ROTTERDAM</b>			<b>267</b>	<b>0</b>	<b>8</b>	<b>3.6</b>	<b>50.2</b>	<b>28.0</b>	<b>6.2</b>	<b>4.0</b>	<b>2.9</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>11</b>	<b>80.0</b>	<b>12</b>	<b>306</b>	
<b>TOTAL NETHERLANDS</b>			<b>1004</b>	<b>0</b>	<b>39</b>	<b>5.7</b>	<b>42.1</b>	<b>30.8</b>	<b>9.4</b>	<b>5.0</b>	<b>2.5</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>10</b>	<b>76.9</b>	<b>11</b>	<b>962</b>	
<b>POLAND</b>																					
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	86	0	2	15.9	30.7	36.4	8.0	6.8	0.0	0.0	0.0	0.0	0.0	2.3	7	0.0	0	0	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>15.9</b>	<b>30.7</b>	<b>36.4</b>	<b>8.0</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>2.3</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>15.9</b>	<b>30.7</b>	<b>36.4</b>	<b>8.0</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>2.3</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(EXCLUDING</b>																					
LISBON	AIR PORTUGAL	S	100	0	0	4.0	32.0	27.0	13.0	12.0	10.0	2.0	0.0	0.0	0.0	0.0	21	70.2	13	104	
<b>TOTAL LISBON</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>27.0</b>	<b>13.0</b>	<b>12.0</b>	<b>10.0</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>70.2</b>	<b>13</b>	<b>104</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	48	0	0	2.1	18.8	45.8	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>18.8</b>	<b>45.8</b>	<b>20.8</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.7</b>	<b>33.1</b>	<b>15.5</b>	<b>10.8</b>	<b>8.1</b>	<b>1.4</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>13</b>	<b>104</b>	
<b>SPAIN</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
IBIZA	BA CITYFLYER LTD	S	53	0	0	7.5	24.5	49.1	7.5	7.5	3.8	0.0	0.0	0.0	0.0	0.0	10	72.7	17	55	
<b>TOTAL IBIZA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>24.5</b>	<b>49.1</b>	<b>7.5</b>	<b>7.5</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>72.7</b>	<b>17</b>	<b>55</b>	
MALAGA	BA CITYFLYER LTD	S	54	0	0	11.1	31.5	44.4	3.7	3.7	0.0	3.7	1.9	0.0	0.0	0.0	14	69.1	16	55	
<b>TOTAL MALAGA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>31.5</b>	<b>44.4</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.1</b>	<b>16</b>	<b>55</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	20	0	0	0.0	45.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	16	22	
<b>TOTAL PALMA DE MALLORCA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>50.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.7</b>	<b>16</b>	<b>22</b>	
<b>TOTAL SPAIN</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>30.7</b>	<b>47.2</b>	<b>5.5</b>	<b>4.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.2</b>	<b>16</b>	<b>132</b>	
<b>SWITZERLAND</b>																					
BERNE	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	87.5	8	32	
<b>TOTAL BERNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
GENEVA	BA CITYFLYER LTD	S	139	0	1	5.7	44.3	35.0	7.9	4.3	2.1	0.0	0.0	0.0	0.0	0.7	6	75.8	12	129	
GENEVA	SWISS AIRLINES	S	152	0	5	8.3	40.1	35.0	8.3	3.8	1.3	0.0	0.0	0.0	0.0	3.2	6	81.6	7	150	
<b>TOTAL GENEVA</b>			<b>291</b>	<b>0</b>	<b>6</b>	<b>7.1</b>	<b>42.1</b>	<b>35.0</b>	<b>8.1</b>	<b>4.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>6</b>	<b>78.9</b>	<b>9</b>	<b>279</b>	
ZURICH	BA CITYFLYER LTD	S	215	0	0	2.3	31.2	44.2	11.6	7.4	3.3	0.0	0.0	0.0	0.0	0.0	11	79.8	10	170	
ZURICH	SWISS AIRLINES	S	302	0	21	2.8	32.8	34.7	12.7	7.1	3.4	0.0	0.0	0.0	0.0	6.5	12	75.5	10	309	
<b>TOTAL ZURICH</b>			<b>517</b>	<b>0</b>	<b>21</b>	<b>2.6</b>	<b>32.2</b>	<b>38.5</b>	<b>12.3</b>	<b>7.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>11</b>	<b>77.0</b>	<b>10</b>	<b>479</b>	
<b>TOTAL SWITZERLAND</b>			<b>808</b>	<b>0</b>	<b>27</b>	<b>4.2</b>	<b>35.7</b>	<b>37.2</b>	<b>10.8</b>	<b>6.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>10</b>	<b>78.1</b>	<b>10</b>	<b>790</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ABERDEEN	FLYBE LTD	S	52	0	1	1.9	30.2	41.5	18.9	1.9	1.9	1.9	0.0	0.0	0.0	1.9	12	83.3	10	90	
<b>TOTAL ABERDEEN</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>31.5</b>	<b>40.7</b>	<b>18.5</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>83.3</b>	<b>10</b>	<b>90</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	294	0	4	10.7	46.6	25.5	7.7	4.0	3.4	0.7	0.0	0.0	0.0	1.3	9	80.1	10	181	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>294</b>	<b>0</b>	<b>4</b>	<b>10.7</b>	<b>46.6</b>	<b>25.5</b>	<b>7.7</b>	<b>4.0</b>	<b>3.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>9</b>	<b>80.1</b>	<b>10</b>	<b>181</b>	
EDINBURGH	BA CITYFLYER LTD	S	353	0	1	11.6	48.6	25.1	7.3	4.0	2.3	0.8	0.0	0.0	0.0	0.3	8	78.0	12	335	
EDINBURGH	FLYBE LTD	S	207	0	4	18.5	37.9	29.4	6.2	2.4	3.3	0.5	0.0	0.0	0.0	1.9	8	85.2	6	199	
<b>TOTAL EDINBURGH</b>			<b>560</b>	<b>0</b>	<b>5</b>	<b>14.2</b>	<b>44.6</b>	<b>26.7</b>	<b>6.9</b>	<b>3.4</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>80.7</b>	<b>10</b>	<b>534</b>	
EXETER	FLYBE LTD	S	51	0	0	13.7	39.2	31.4	5.9	7.8	0.0	2.0	0.0	0.0	0.0	0.0	9	80.6	17	61	
<b>TOTAL EXETER</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>39.2</b>	<b>31.4</b>	<b>5.9</b>	<b>7.8</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>9</b>	<b>80.6</b>	<b>17</b>	<b>61</b>	
GLASGOW	BA CITYFLYER LTD	S	255	0	2	19.5	41.6	24.9	6.6	5.4	0.8	0.4	0.0	0.0	0.0	0.8	6	79.9	11	247	
<b>TOTAL GLASGOW</b>			<b>255</b>	<b>0</b>	<b>2</b>	<b>19.5</b>	<b>41.6</b>	<b>24.9</b>	<b>6.6</b>	<b>5.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>79.9</b>	<b>11</b>	<b>247</b>	
ISLE OF MAN	BA CITYFLYER LTD	S	138	0	1	10.8	30.9	35.3	9.4	7.9	3.6	1.4	0.0	0.0	0.0	0.7	13	85.5	12	138	
<b>TOTAL ISLE OF MAN</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>10.8</b>	<b>30.9</b>	<b>35.3</b>	<b>9.4</b>	<b>7.9</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>85.5</b>	<b>12</b>	<b>138</b>	
JERSEY	FLYBE LTD	S	94	0	2	15.6	42.7	30.2	7.3	0.0	2.1	0.0	0.0	0.0	0.0	2.1	6	69.8	22	96	
<b>TOTAL JERSEY</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>15.6</b>	<b>42.7</b>	<b>30.2</b>	<b>7.3</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>69.8</b>	<b>22</b>	<b>96</b>	

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BA CITYFLYER LTD	S	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	17	75.0	38	8
<b>TOTAL MANCHESTER</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>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>75.0</b>	<b>38</b>	<b>8</b>
NEWCASTLE	EASTERN AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
NEWCASTLE	FLYBE LTD	S	38	0	2	0.0	5.0	42.5	25.0	15.0	5.0	2.5	0.0	0.0	0.0	5.0	25	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.3</b>	<b>41.5</b>	<b>24.4</b>	<b>14.6</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	142	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>142</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	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	1	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1493</b>	<b>0</b>	<b>17</b>	<b>13.2</b>	<b>41.4</b>	<b>28.3</b>	<b>8.1</b>	<b>4.4</b>	<b>2.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>80.4</b>	<b>12</b>	<b>1356</b>
USA																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	45	0	0	22.2	44.4	28.9	2.2	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3	95.3	2	43
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>28.9</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.3</b>	<b>2</b>	<b>43</b>
<b>TOTAL USA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>44.4</b>	<b>28.9</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>95.3</b>	<b>2</b>	<b>43</b>
<b>TOTAL LONDON CITY</b>			<b>6234</b>	<b>0</b>	<b>126</b>	<b>8.9</b>	<b>39.4</b>	<b>33.0</b>	<b>8.4</b>	<b>5.0</b>	<b>2.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>78.9</b>	<b>11</b>	<b>5868</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 UK LTD	S	34	0	0	2.9	26.5	58.8	8.8	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL TIRANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>58.8</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ALBANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>26.5</b>	<b>58.8</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>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	0	0	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	22	24	
INNSBRUCK	EASYJET UK LTD	S	16	0	1	5.9	41.2	17.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	5.9	9	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>41.2</b>	<b>17.6</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>5.9</b>	<b>9</b>	<b>79.2</b>	<b>22</b>	<b>24</b>	
LINZ	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	117	0.0	0	0	
<b>TOTAL LINZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>117</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	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	80.0	8	10	
SALZBURG	EASYJET UK LTD	S	13	0	0	0.0	38.5	23.1	7.7	15.4	7.7	0.0	7.7	0.0	0.0	0.0	32	0.0	0	0	
SALZBURG	TUI AIRWAYS LTD	C	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	8	
<b>TOTAL SALZBURG</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>31.6</b>	<b>5.3</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	15	30	
VIENNA	EASYJET UK LTD	S	22	0	0	0.0	13.6	45.5	22.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>45.5</b>	<b>22.7</b>	<b>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>83.3</b>	<b>15</b>	<b>30</b>	
<b>TOTAL AUSTRIA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>28.3</b>	<b>31.7</b>	<b>16.7</b>	<b>15.0</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>20</b>	<b>83.3</b>	<b>15</b>	<b>72</b>	
<b>BULGARIA</b>																					
BURGAS	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	30.8	28	26	
BURGAS	WIZZ AIR UK LTD	S	24	0	0	16.7	54.2	16.7	4.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>54.2</b>	<b>16.7</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>9</b>	<b>30.8</b>	<b>28</b>	<b>26</b>	
SOFIA	WIZZ AIR	S	142	0	3	18.6	28.3	39.3	9.7	1.4	0.7	0.0	0.0	0.0	0.0	2.1	6	67.6	17	144	
SOFIA	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>143</b>	<b>0</b>	<b>3</b>	<b>18.5</b>	<b>28.1</b>	<b>39.0</b>	<b>9.6</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>6</b>	<b>67.6</b>	<b>17</b>	<b>144</b>	
VARNA	WIZZ AIR	S	44	0	0	25.0	36.4	29.5	6.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4	64.6	18	48	
<b>TOTAL VARNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>36.4</b>	<b>29.5</b>	<b>6.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>64.6</b>	<b>18</b>	<b>48</b>	
<b>TOTAL BULGARIA</b>			<b>211</b>	<b>0</b>	<b>3</b>	<b>19.6</b>	<b>32.7</b>	<b>34.6</b>	<b>8.4</b>	<b>0.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>6</b>	<b>62.6</b>	<b>18</b>	<b>218</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	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	6	61.5	15	26	
LARNACA	CYPRUS AIRWAYS	S	22	0	0	4.5	22.7	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
LARNACA	WIZZ AIR UK LTD	S	55	0	0	1.8	41.8	40.0	9.1	7.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>36.0</b>	<b>39.3</b>	<b>12.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>61.5</b>	<b>15</b>	<b>26</b>	
PAPHOS	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	76.7	13	30	
PAPHOS	EASYJET UK LTD	S	22	0	0	18.2	36.4	31.8	4.5	0.0	9.1	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 JANUARY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PAPHOS	TUI AIRWAYS LTD	C	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	4	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>37.5</b>	<b>37.5</b>	<b>3.1</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.7</b>	<b>13</b>	<b>30</b>	
<b>TOTAL CYPRUS</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>36.4</b>	<b>38.8</b>	<b>9.9</b>	<b>5.8</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>69.6</b>	<b>14</b>	<b>56</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	100.0	3	8	
<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>100.0</b>	<b>3</b>	<b>8</b>	
PRAGUE	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	21	55	
PRAGUE	WIZZ AIR UK LTD	S	50	0	0	2.0	18.0	48.0	14.0	8.0	6.0	4.0	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>2.0</b>	<b>18.0</b>	<b>48.0</b>	<b>14.0</b>	<b>8.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>54.5</b>	<b>21</b>	<b>55</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>18.0</b>	<b>48.0</b>	<b>14.0</b>	<b>8.0</b>	<b>6.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>60.3</b>	<b>19</b>	<b>63</b>	
<b>DENMARK</b>																					
BILLUND	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>TOTAL BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
COPENHAGEN	RYANAIR	S	62	0	0	6.5	50.0	37.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	98.4	2	62	
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>50.0</b>	<b>37.1</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>98.4</b>	<b>2</b>	<b>62</b>	
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>50.0</b>	<b>37.1</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>98.4</b>	<b>2</b>	<b>63</b>	
<b>ESTONIA</b>																					
TALLIN	WIZZ AIR UK LTD	S	24	0	0	12.5	37.5	37.5	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL TALLIN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ESTONIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BEZIERS	RYANAIR	S	17	0	0	5.9	52.9	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.2	9	18	
<b>TOTAL BEZIERS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>41.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>9</b>	<b>18</b>	
BORDEAUX	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	76.7	12	30	
BORDEAUX	EASYJET UK LTD	S	34	0	0	0.0	47.1	17.6	20.6	14.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>17.6</b>	<b>20.6</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.7</b>	<b>12</b>	<b>30</b>	
CHAMBERY	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	15	8	
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	0.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	49	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>75.0</b>	<b>15</b>	<b>8</b>	
GRENOBLE	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	15	16	
GRENOBLE	EASYJET UK LTD	S	15	0	0	13.3	66.7	0.0	0.0	6.7	6.7	0.0	0.0	6.7	0.0	0.0	34	0.0	0	0	
GRENOBLE	WIZZ AIR UK LTD	S	18	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>54.5</b>	<b>18.2</b>	<b>0.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>15</b>	<b>16</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.0	21	53	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LYON	EASYJET UK LTD	S	58	0	0	1.7	29.3	36.2	15.5	10.3	5.2	0.0	0.0	1.7	0.0	0.0	22	0.0	0	0
LYON	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LYON</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>30.5</b>	<b>35.6</b>	<b>15.3</b>	<b>10.2</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>66.0</b>	<b>21</b>	<b>53</b>
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	4	22
MARSEILLE	EASYJET UK LTD	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	5	0.0	0	0
<b>TOTAL MARSEILLE</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>5</b>	<b>86.4</b>	<b>4</b>	<b>22</b>
NANTES	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.1	6	36
NANTES	EASYJET UK LTD	S	20	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL NANTES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</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>2</b>	<b>86.1</b>	<b>6</b>	<b>36</b>
NICE	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	80.0	14	30
NICE	EASYJET UK LTD	S	34	0	0	11.8	35.3	32.4	5.9	8.8	5.9	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL NICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>35.3</b>	<b>32.4</b>	<b>5.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.0</b>	<b>14</b>	<b>30</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	0.0	0	85.0	10	20
<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>85.0</b>	<b>10</b>	<b>20</b>
PARIS (CHARLES DE GAULLE)	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	77.6	12	156
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	160	0	0	1.3	33.8	41.3	13.8	9.4	0.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>33.8</b>	<b>41.3</b>	<b>13.8</b>	<b>9.4</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>10</b>	<b>77.6</b>	<b>12</b>	<b>156</b>
PARIS (ORLY)	TRANSAVIA FRANCE	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	0.0	0	0
<b>TOTAL PARIS (ORLY)</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>0.0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	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	51.9	34	27
TOULOUSE (BLAGNAC)	EASYJET UK LTD	S	24	0	0	8.3	54.2	29.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>54.2</b>	<b>29.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>51.9</b>	<b>34</b>	<b>27</b>
<b>TOTAL FRANCE</b>			<b>415</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>38.3</b>	<b>35.7</b>	<b>10.4</b>	<b>8.0</b>	<b>1.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.2</b>	<b>14</b>	<b>416</b>
<b>GEORGIA</b>																				
KUTAISI	WIZZ AIR	S	12	0	0	41.7	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	27	16
<b>TOTAL KUTAISI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>50.0</b>	<b>27</b>	<b>16</b>
<b>TOTAL GEORGIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>50.0</b>	<b>27</b>	<b>16</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL 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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BERLIN BRANDENBURG	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	90.3	5	72
BERLIN BRANDENBURG	EASYJET UK LTD	S	84	0	0	14.3	39.3	28.6	11.9	4.8	0.0	0.0	1.2	0.0	0.0	0.0	9	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 BERLIN BRANDENBURG</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>39.3</b>	<b>28.6</b>	<b>11.9</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>0.0</b>	<b>9</b>	<b>90.3</b>	<b>5</b>	<b>72</b>	
DORTMUND	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	76.5	13	68	
DORTMUND	EASYJET UK LTD	S	50	0	0	4.0	16.0	52.0	12.0	12.0	0.0	4.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL DORTMUND</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>16.0</b>	<b>52.0</b>	<b>12.0</b>	<b>12.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.5</b>	<b>13</b>	<b>68</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	13	24	
<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>70.8</b>	<b>13</b>	<b>24</b>	
MUNICH	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	61.9	19	42	
MUNICH	EASYJET UK LTD	S	26	0	0	0.0	7.7	46.2	23.1	11.5	7.7	3.8	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL MUNICH</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>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>28</b>	<b>61.9</b>	<b>19</b>	<b>42</b>	
<b>TOTAL GERMANY</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>26.7</b>	<b>38.5</b>	<b>13.7</b>	<b>8.7</b>	<b>1.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.7</b>	<b>12</b>	<b>206</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET UK LTD	S	18	0	0	0.0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>55.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GREECE</b>																					
ATHENS	RYANAIR	S	26	0	0	0.0	0.0	53.8	26.9	15.4	3.8	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
ATHENS	WIZZ AIR UK LTD	S	62	0	0	0.0	27.4	41.9	21.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.3</b>	<b>45.5</b>	<b>22.7</b>	<b>11.4</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.3</b>	<b>45.5</b>	<b>22.7</b>	<b>11.4</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	243	0	2	4.5	32.7	45.7	8.6	6.1	0.8	0.0	0.8	0.0	0.0	0.8	10	63.3	21	228	
<b>TOTAL BUDAPEST</b>			<b>243</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>32.7</b>	<b>45.7</b>	<b>8.6</b>	<b>6.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>63.3</b>	<b>21</b>	<b>228</b>	
DEBRECEN	WIZZ AIR	S	70	0	0	4.3	20.0	48.6	7.1	17.1	2.9	0.0	0.0	0.0	0.0	0.0	15	80.3	11	66	
<b>TOTAL DEBRECEN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>20.0</b>	<b>48.6</b>	<b>7.1</b>	<b>17.1</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>15</b>	<b>80.3</b>	<b>11</b>	<b>66</b>	
<b>TOTAL HUNGARY</b>			<b>313</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>29.8</b>	<b>46.3</b>	<b>8.3</b>	<b>8.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>67.1</b>	<b>19</b>	<b>294</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.1	6	124	
KEFLAVIK	EASYJET UK LTD	S	123	0	0	13.8	35.0	34.1	12.2	2.4	0.8	1.6	0.0	0.0	0.0	0.0	8	0.0	0	0	
KEFLAVIK	WIZZ AIR UK LTD	S	38	0	0	5.3	18.4	21.1	15.8	36.8	2.6	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>31.1</b>	<b>31.1</b>	<b>13.0</b>	<b>10.6</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>12</b>	<b>91.1</b>	<b>6</b>	<b>124</b>	
<b>TOTAL ICELAND</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>31.1</b>	<b>31.1</b>	<b>13.0</b>	<b>10.6</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>12</b>	<b>91.1</b>	<b>6</b>	<b>124</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	44	0	0	29.5	25.0	38.6	2.3	0.0	0.0	2.3	2.3	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>29.5</b>	<b>25.0</b>	<b>38.6</b>	<b>2.3</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>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUBLIN	RYANAIR	S	182	0	0	3.8	54.4	32.4	4.4	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4	91.8	4	183	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>182</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>54.4</b>	<b>32.4</b>	<b>4.4</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>91.8</b>	<b>4</b>	<b>183</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	53	0	0	9.4	47.2	37.7	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	6	52	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>47.2</b>	<b>37.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>84.6</b>	<b>6</b>	<b>52</b>	
KERRY COUNTY	RYANAIR	S	54	0	0	13.0	53.7	20.4	3.7	1.9	5.6	0.0	1.9	0.0	0.0	0.0	11	92.6	5	54	
<b>TOTAL KERRY COUNTY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>53.7</b>	<b>20.4</b>	<b>3.7</b>	<b>1.9</b>	<b>5.6</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.6</b>	<b>5</b>	<b>54</b>	
SHANNON	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 SHANNON</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 IRISH REPUBLIC</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>49.1</b>	<b>32.0</b>	<b>4.2</b>	<b>3.3</b>	<b>0.9</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.7</b>	<b>4</b>	<b>289</b>	
<b>ISRAEL</b>																					
OVDA	WIZZ AIR UK LTD	S	18	0	1	5.3	21.1	36.8	15.8	10.5	5.3	0.0	0.0	0.0	0.0	5.3	15	0.0	0	0	
<b>TOTAL OVDA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>21.1</b>	<b>36.8</b>	<b>15.8</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TEL AVIV	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	61.6	16	112	
TEL AVIV	EASYJET UK LTD	S	115	0	1	2.6	19.0	45.7	16.4	12.1	3.4	0.0	0.0	0.0	0.0	0.9	15	0.0	0	0	
TEL AVIV	EL AL	S	26	0	2	10.7	32.1	32.1	17.9	0.0	0.0	0.0	0.0	0.0	0.0	7.1	6	78.6	9	42	
TEL AVIV	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	61.8	22	34	
TEL AVIV	WIZZ AIR UK LTD	S	59	0	0	11.9	22.0	37.3	20.3	5.1	3.4	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>200</b>	<b>0</b>	<b>3</b>	<b>6.4</b>	<b>21.7</b>	<b>41.4</b>	<b>17.7</b>	<b>8.4</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>65.4</b>	<b>15</b>	<b>188</b>	
<b>TOTAL ISRAEL</b>			<b>218</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>21.6</b>	<b>41.0</b>	<b>17.6</b>	<b>8.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>65.4</b>	<b>15</b>	<b>188</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	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	18	
ALGHERO (FERTILIA)	EASYJET UK LTD	S	18	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>5</b>	<b>18</b>	
BARI (PALESE)	WIZZ AIR UK LTD	S	18	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOLOGNA	RYANAIR	S	62	0	0	1.6	17.7	53.2	14.5	8.1	4.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.7</b>	<b>53.2</b>	<b>14.5</b>	<b>8.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	11	20	
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	20	0	0	5.0	20.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.0</b>	<b>11</b>	<b>20</b>	
FLORENCE	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18	
<b>TOTAL FLORENCE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MILAN (MALPENSA)	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	74.4	13	78	
MILAN (MALPENSA)	EASYJET UK LTD	S	65	0	0	3.1	36.9	36.9	15.4	1.5	1.5	3.1	1.5	0.0	0.0	0.0	15	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL MILAN (MALPENSA)</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>36.9</b>	<b>36.9</b>	<b>15.4</b>	<b>1.5</b>	<b>1.5</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.7</b>	<b>13</b>	<b>79</b>
NAPLES	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	80.4	7	46
NAPLES	EASYJET UK LTD	S	43	0	0	4.7	37.2	44.2	4.7	9.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL NAPLES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>37.2</b>	<b>44.2</b>	<b>4.7</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.4</b>	<b>7</b>	<b>46</b>
PISA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18
PISA	EASYJET UK LTD	S	20	0	0	30.0	45.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL PISA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>45.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
ROME (FIUMICINO)	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	86.5	8	50
ROME (FIUMICINO)	EASYJET UK LTD	S	32	0	2	11.8	17.6	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	5.9	7	0.0	0	0
ROME (FIUMICINO)	VUELING AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>17.1</b>	<b>45.7</b>	<b>11.4</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>8</b>	<b>86.5</b>	<b>8</b>	<b>50</b>
TURIN	ALITALIA (CAI)	S	15	0	0	0.0	60.0	33.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
TURIN	BLUE AIR TRANSPORT AERIAN	S	17	0	0	0.0	58.8	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	24	26
TURIN	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
TURIN	EASYJET UK LTD	S	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL TURIN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>59.5</b>	<b>26.2</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>67.6</b>	<b>20</b>	<b>34</b>
VENICE	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	69.2	11	24
VENICE	EASYJET UK LTD	S	25	0	0	8.0	44.0	36.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL VENICE</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>44.0</b>	<b>36.0</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>0.0</b>	<b>5</b>	<b>69.2</b>	<b>11</b>	<b>24</b>
VERONA VILLAFRANCA	WIZZ AIR UK LTD	S	18	0	0	5.6	50.0	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>364</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>36.9</b>	<b>38.3</b>	<b>12.3</b>	<b>4.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>9</b>	<b>80.1</b>	<b>10</b>	<b>307</b>
<b>KOSOVO</b>																				
PRISTINA	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	32	18
PRISTINA	WIZZ AIR UK LTD	S	38	0	0	7.9	34.2	36.8	13.2	5.3	2.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL PRISTINA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.2</b>	<b>36.8</b>	<b>13.2</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>32</b>	<b>18</b>
<b>TOTAL KOSOVO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.2</b>	<b>36.8</b>	<b>13.2</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>50.0</b>	<b>32</b>	<b>18</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	90	0	2	12.0	28.3	39.1	9.8	5.4	3.3	0.0	0.0	0.0	0.0	2.2	11	74.0	21	100
<b>TOTAL RIGA</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>28.3</b>	<b>39.1</b>	<b>9.8</b>	<b>5.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>11</b>	<b>74.0</b>	<b>21</b>	<b>100</b>
<b>TOTAL LATVIA</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>28.3</b>	<b>39.1</b>	<b>9.8</b>	<b>5.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>11</b>	<b>74.0</b>	<b>21</b>	<b>100</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>																					
KAUNAS	RYANAIR	S	62	0	0	16.1	33.9	33.9	14.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	80.6	13	62	
KAUNAS	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	93.3	5	60	
KAUNAS	WIZZ AIR UK LTD	S	56	0	0	26.8	32.1	32.1	3.6	3.6	0.0	1.8	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL KAUNAS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>33.1</b>	<b>33.1</b>	<b>9.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</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>9</b>	<b>122</b>	
PALANGA	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	90.9	6	22	
PALANGA	WIZZ AIR UK LTD	S	27	0	0	0.0	40.7	33.3	18.5	0.0	7.4	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL PALANGA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.7</b>	<b>33.3</b>	<b>18.5</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.9</b>	<b>6</b>	<b>22</b>	
VILNIUS	RYANAIR	S	52	0	0	0.0	28.8	63.5	5.8	1.9	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	7	40	
VILNIUS	WIZZ AIR	S	86	0	0	19.8	50.0	24.4	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.7	8	104	
<b>TOTAL VILNIUS</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>42.0</b>	<b>39.1</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.3</b>	<b>8</b>	<b>144</b>	
<b>TOTAL LITHUANIA</b>			<b>283</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>38.2</b>	<b>36.0</b>	<b>8.5</b>	<b>1.4</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>84.4</b>	<b>8</b>	<b>288</b>	
<b>MACEDONIA</b>																					
SKOPJE	WIZZ AIR	S	34	0	0	11.8	17.6	26.5	20.6	17.6	5.9	0.0	0.0	0.0	0.0	0.0	20	53.3	18	30	
<b>TOTAL SKOPJE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>26.5</b>	<b>20.6</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>20</b>	<b>53.3</b>	<b>18</b>	<b>30</b>	
<b>TOTAL MACEDONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>26.5</b>	<b>20.6</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>20</b>	<b>53.3</b>	<b>18</b>	<b>30</b>	
<b>MALTA</b>																					
MALTA	EASYJET UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
MALTA	RYANAIR	S	36	0	0	0.0	16.7	63.9	13.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	84.2	18	38	
<b>TOTAL MALTA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.2</b>	<b>62.2</b>	<b>13.5</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.2</b>	<b>18</b>	<b>38</b>	
<b>TOTAL MALTA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.2</b>	<b>62.2</b>	<b>13.5</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.2</b>	<b>18</b>	<b>38</b>	
<b>MOROCCO</b>																					
ESSAOUIRA	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	85.0	28	20	
<b>TOTAL ESSAOUIRA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>28</b>	<b>20</b>	
MARRAKESH	RYANAIR	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	9	90.0	4	20	
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.0</b>	<b>4</b>	<b>20</b>	
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>16</b>	<b>40</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	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	82.4	10	370	
AMSTERDAM	EASYJET UK LTD	S	378	0	0	5.0	46.3	29.6	10.3	6.6	1.6	0.5	0.0	0.0	0.0	0.0	9	0.0	0	0	
AMSTERDAM	IBERIA	S	53	0	0	7.5	37.7	35.8	11.3	5.7	0.0	1.9	0.0	0.0	0.0	0.0	9	0.0	0	0	
AMSTERDAM	VUELING AIRLINES	S	60	0	5	4.6	36.9	26.2	3.1	13.8	3.1	1.5	3.1	0.0	0.0	7.7	20	74.6	13	112	
<b>TOTAL AMSTERDAM</b>			<b>491</b>	<b>0</b>	<b>5</b>	<b>5.2</b>	<b>44.2</b>	<b>29.8</b>	<b>9.5</b>	<b>7.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>80.5</b>	<b>11</b>	<b>482</b>	
EINDHOVEN	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>492</b>	<b>0</b>	<b>5</b>	<b>5.2</b>	<b>44.1</b>	<b>29.8</b>	<b>9.5</b>	<b>7.4</b>	<b>1.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>80.5</b>	<b>11</b>	<b>482</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>NORWAY</b>																					
STAVANGER	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	152	0.0	0	0	
<b>TOTAL STAVANGER</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>152</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TROMSOE	WIZZ AIR UK LTD	S	17	0	0	0.0	29.4	35.3	0.0	17.6	17.6	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL TROMSOE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>35.3</b>	<b>0.0</b>	<b>17.6</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>0.0</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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	28	0	0	0.0	10.7	50.0	25.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	20	82.1	7	28	
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>50.0</b>	<b>25.0</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>20</b>	<b>82.1</b>	<b>7</b>	<b>28</b>	
GDANSK	WIZZ AIR	S	138	0	0	8.7	50.0	25.4	4.3	4.3	7.2	0.0	0.0	0.0	0.0	0.0	10	62.3	23	146	
<b>TOTAL GDANSK</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>50.0</b>	<b>25.4</b>	<b>4.3</b>	<b>4.3</b>	<b>7.2</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>62.3</b>	<b>23</b>	<b>146</b>	
KATOWICE	WIZZ AIR	S	158	0	0	10.1	47.5	20.9	8.2	12.7	0.6	0.0	0.0	0.0	0.0	0.0	9	78.1	16	160	
<b>TOTAL KATOWICE</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>47.5</b>	<b>20.9</b>	<b>8.2</b>	<b>12.7</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>9</b>	<b>78.1</b>	<b>16</b>	<b>160</b>	
KRAKOW	EASYJET UK LTD	S	36	0	0	2.8	38.9	25.0	13.9	13.9	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
KRAKOW	WIZZ AIR UK LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>40.5</b>	<b>24.3</b>	<b>13.5</b>	<b>13.5</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>15</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	90.7	4	54	
LUBLIN (PORT LOTNICZY)	WIZZ AIR UK LTD	S	56	0	0	17.9	42.9	32.1	5.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>42.9</b>	<b>32.1</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.7</b>	<b>4</b>	<b>54</b>	
POZNAN	WIZZ AIR	S	74	0	0	10.8	50.0	31.1	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	4	59.1	20	88	
<b>TOTAL POZNAN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>50.0</b>	<b>31.1</b>	<b>4.1</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>4</b>	<b>59.1</b>	<b>20</b>	<b>88</b>	
RZESZOW	RYANAIR	S	28	0	0	0.0	14.3	35.7	17.9	21.4	10.7	0.0	0.0	0.0	0.0	0.0	23	68.8	14	32	
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>17.9</b>	<b>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>23</b>	<b>68.8</b>	<b>14</b>	<b>32</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	100.0	1	12	
<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>100.0</b>	<b>1</b>	<b>12</b>	
SZYMANY (MAZURY)	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	2	14	
SZYMANY (MAZURY)	WIZZ AIR UK LTD	S	22	0	0	13.6	31.8	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL SZYMANY (MAZURY)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>31.8</b>	<b>45.5</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>6</b>	<b>81.3</b>	<b>2</b>	<b>14</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	200	0	0	8.0	42.0	35.0	12.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	6	69.9	14	204	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>42.0</b>	<b>35.0</b>	<b>12.0</b>	<b>2.5</b>	<b>0.5</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>69.9</b>	<b>14</b>	<b>204</b>	
WROCLAW	WIZZ AIR	S	78	0	0	25.6	47.4	24.4	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	5	62	
<b>TOTAL WROCLAW</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>25.6</b>	<b>47.4</b>	<b>24.4</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>93.5</b>	<b>5</b>	<b>62</b>	
<b>TOTAL POLAND</b>			<b>819</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>43.3</b>	<b>29.4</b>	<b>8.2</b>	<b>6.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.3</b>	<b>14</b>	<b>800</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	91.7	5	36	



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Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 UK LTD	S	40	0	0	17.5	20.0	42.5	7.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL FARO</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>20.0</b>	<b>42.5</b>	<b>7.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>91.7</b>	<b>5</b>	<b>36</b>
LISBON	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	90.5	6	95
LISBON	EASYJET UK LTD	S	116	0	0	6.0	33.6	41.4	10.3	6.9	1.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
LISBON	WIZZ AIR UK LTD	S	62	0	0	1.6	21.0	45.2	19.4	11.3	1.6	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL LISBON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>29.2</b>	<b>42.7</b>	<b>13.5</b>	<b>8.4</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>90.5</b>	<b>6</b>	<b>95</b>
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	24
OPORTO (PORTUGAL)	EASYJET UK LTD	S	28	0	0	3.6	46.4	32.1	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>46.4</b>	<b>32.1</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>10</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>246</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.7</b>	<b>41.5</b>	<b>12.2</b>	<b>8.9</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>88.4</b>	<b>6</b>	<b>155</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU (KISHINEV)	WIZZ AIR	S	63	0	5	10.3	16.2	26.5	7.4	19.1	7.4	5.9	0.0	0.0	0.0	7.4	28	53.3	31	44
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>63</b>	<b>0</b>	<b>5</b>	<b>10.3</b>	<b>16.2</b>	<b>26.5</b>	<b>7.4</b>	<b>19.1</b>	<b>7.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>28</b>	<b>53.3</b>	<b>31</b>	<b>44</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>63</b>	<b>0</b>	<b>5</b>	<b>10.3</b>	<b>16.2</b>	<b>26.5</b>	<b>7.4</b>	<b>19.1</b>	<b>7.4</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>28</b>	<b>53.3</b>	<b>31</b>	<b>44</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	WIZZ AIR	S	28	0	0	17.9	46.4	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	22	26
<b>TOTAL BELGRADE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>46.4</b>	<b>14.3</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>22</b>	<b>26</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>46.4</b>	<b>14.3</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>22</b>	<b>26</b>
<b>ROMANIA</b>																				
BACAU	BLUE AIR TRANSPORT AERIAN	S	40	0	2	4.8	23.8	45.2	16.7	4.8	0.0	0.0	0.0	0.0	0.0	4.8	9	57.5	37	40
<b>TOTAL BACAU</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>23.8</b>	<b>45.2</b>	<b>16.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>9</b>	<b>57.5</b>	<b>37</b>	<b>40</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	75	0	0	5.3	32.0	26.7	14.7	20.0	1.3	0.0	0.0	0.0	0.0	0.0	15	67.1	13	76
BUCHAREST (OTOPENI)	WIZZ AIR	S	202	0	0	17.8	28.7	31.7	11.9	4.5	3.0	0.0	1.0	1.5	0.0	0.0	21	68.1	18	158
BUCHAREST (OTOPENI)	WIZZ AIR UK LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>279</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>29.4</b>	<b>30.1</b>	<b>12.5</b>	<b>9.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>67.8</b>	<b>16</b>	<b>234</b>
CLUJ NAPOCA	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	70.0	10	18
CLUJ NAPOCA	WIZZ AIR	S	150	0	0	10.7	30.0	37.3	15.3	4.0	1.3	1.3	0.0	0.0	0.0	0.0	10	63.4	17	134
<b>TOTAL CLUJ NAPOCA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>30.0</b>	<b>37.3</b>	<b>15.3</b>	<b>4.0</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>10</b>	<b>64.3</b>	<b>16</b>	<b>152</b>
CONSTANTA	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	80.0	15	20
CONSTANTA	WIZZ AIR UK LTD	S	26	0	1	11.1	25.9	44.4	11.1	3.7	0.0	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0
<b>TOTAL CONSTANTA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>25.9</b>	<b>44.4</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>8</b>	<b>80.0</b>	<b>15</b>	<b>20</b>
CRAIOVA	WIZZ AIR	S	52	0	0	7.7	23.1	36.5	5.8	11.5	0.0	3.8	7.7	3.8	0.0	0.0	62	59.7	18	62
<b>TOTAL CRAIOVA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>36.5</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>59.7</b>	<b>18</b>	<b>62</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BLUE AIR TRANSPORT AERIAN	S	26	0	0	11.5	38.5	34.6	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	26	53.3	52	28	
IASI	TAROM	S	20	0	0	0.0	10.0	45.0	15.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	20	33.3	64	18	
IASI	WIZZ AIR	S	60	0	2	11.3	32.3	38.7	6.5	3.2	4.8	0.0	0.0	0.0	0.0	3.2	10	71.7	18	60	
<b>TOTAL IASI</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>29.6</b>	<b>38.9</b>	<b>8.3</b>	<b>6.5</b>	<b>3.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>60.2</b>	<b>35</b>	<b>106</b>	
SATU MARE	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	84.2	17	18	
SATU MARE	WIZZ AIR UK LTD	S	22	0	0	0.0	31.8	40.9	13.6	4.5	9.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL SATU MARE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>40.9</b>	<b>13.6</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>84.2</b>	<b>17</b>	<b>18</b>	
SIBIU	WIZZ AIR	S	50	0	0	10.0	36.0	30.0	12.0	4.0	4.0	2.0	2.0	0.0	0.0	0.0	17	52.6	24	38	
SIBIU	WIZZ AIR UK LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	311	0.0	0	0	
<b>TOTAL SIBIU</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>35.3</b>	<b>29.4</b>	<b>11.8</b>	<b>3.9</b>	<b>3.9</b>	<b>2.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>52.6</b>	<b>24</b>	<b>38</b>	
SUCEAVA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.0	19	41	
SUCEAVA	WIZZ AIR UK LTD	S	56	0	0	3.6	25.0	48.2	14.3	3.6	1.8	1.8	1.8	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL SUCEAVA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>48.2</b>	<b>14.3</b>	<b>3.6</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.0</b>	<b>19</b>	<b>41</b>	
TIMISOARA	WIZZ AIR	S	62	0	0	12.9	27.4	35.5	4.8	9.7	8.1	0.0	0.0	1.6	0.0	0.0	22	85.2	11	61	
<b>TOTAL TIMISOARA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>27.4</b>	<b>35.5</b>	<b>4.8</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>85.2</b>	<b>11</b>	<b>61</b>	
TIRGU MURES	WIZZ AIR UK LTD	S	27	0	0	3.7	18.5	66.7	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL TIRGU MURES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>66.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ROMANIA</b>			<b>871</b>	<b>0</b>	<b>5</b>	<b>10.4</b>	<b>28.4</b>	<b>36.9</b>	<b>11.5</b>	<b>6.7</b>	<b>2.9</b>	<b>0.7</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>65.9</b>	<b>20</b>	<b>772</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	WIZZ AIR UK LTD	S	46	0	0	0.0	26.1	41.3	6.5	15.2	10.9	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>41.3</b>	<b>6.5</b>	<b>15.2</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</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	82.3	8	62	
KOSICE	WIZZ AIR UK LTD	S	56	0	0	21.4	42.9	23.2	7.1	1.8	3.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL KOSICE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>23.2</b>	<b>7.1</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.3</b>	<b>8</b>	<b>62</b>	
TATRY-POPRAD	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	84.6	5	26	
TATRY-POPRAD	WIZZ AIR UK LTD	S	28	0	0	10.7	28.6	50.0	3.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL TATRY-POPRAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.6</b>	<b>50.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>33.8</b>	<b>35.4</b>	<b>6.2</b>	<b>6.2</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.0</b>	<b>7</b>	<b>88</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	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	91.2	6	34	
LJUBLJANA	WIZZ AIR UK LTD	S	35	0	0	25.7	45.7	22.9	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL LJUBLJANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>45.7</b>	<b>22.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.2</b>	<b>6</b>	<b>34</b>	
<b>TOTAL SLOVENIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>45.7</b>	<b>22.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.2</b>	<b>6</b>	<b>34</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.1	5	56	
ALICANTE	EASYJET UK LTD	S	58	0	0	12.1	37.9	41.4	1.7	5.2	1.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	30	0	0	0.0	36.7	50.0	3.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL ALICANTE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>37.5</b>	<b>44.3</b>	<b>2.3</b>	<b>4.5</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>8</b>	<b>91.1</b>	<b>5</b>	<b>56</b>
BARCELONA	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	88.7	7	186
BARCELONA	EASYJET UK LTD	S	190	0	0	7.9	44.2	35.3	8.9	3.2	0.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
BARCELONA	RYANAIR	S	62	0	0	19.4	35.5	43.5	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
BARCELONA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	84
<b>TOTAL BARCELONA</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>42.1</b>	<b>37.3</b>	<b>6.7</b>	<b>2.8</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>5</b>	<b>87.8</b>	<b>7</b>	<b>270</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	42
MADRID	EASYJET UK LTD	S	42	0	0	14.3	40.5	26.2	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL MADRID</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>40.5</b>	<b>26.2</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>7</b>	<b>42</b>
MALAGA	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	84.8	5	46
MALAGA	EASYJET UK LTD	S	52	0	0	15.4	28.8	42.3	9.6	0.0	0.0	3.8	0.0	0.0	0.0	0.0	11	0.0	0	0
MALAGA	RYANAIR	S	56	0	0	10.7	37.5	41.1	8.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL MALAGA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>33.3</b>	<b>41.7</b>	<b>9.3</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.8</b>	<b>5</b>	<b>46</b>
MURCIA INTERNATIONAL	RYANAIR	S	16	0	0	0.0	31.3	56.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	RYANAIR	S	12	0	0	0.0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	5	26
<b>TOTAL MURCIA SAN JAVIER</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.3</b>	<b>5</b>	<b>26</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	3	20
PALMA DE MALLORCA	EASYJET UK LTD	S	20	0	0	15.0	45.0	25.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>45.0</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>6</b>	<b>95.0</b>	<b>3</b>	<b>20</b>
SEVILLE	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	96.2	3	26
SEVILLE	EASYJET UK LTD	S	20	0	0	5.0	40.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL SEVILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>50.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>96.2</b>	<b>3</b>	<b>26</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	96.2	3	26
VALENCIA	EASYJET UK LTD	S	20	0	0	5.0	35.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL VALENCIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>39.1</b>	<b>39.4</b>	<b>7.1</b>	<b>2.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>512</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	3	26
ARRECIFE	EASYJET UK LTD	S	26	0	0	0.0	50.0	26.9	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ARRECIFE	RYANAIR	S	16	0	0	6.3	25.0	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	10	88.9	7	18		
ARRECIFE	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	3	75.0	8	8			
<b>TOTAL ARRECIFE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>42.0</b>	<b>32.0</b>	<b>14.0</b>	<b>8.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.4</b>	<b>5</b>	<b>52</b>			
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	22.2	66.7	5.6	5.6	0.0	0.0	0.0	0.0	6	88.9	6	18			
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	100.0	5	1			
<b>TOTAL FUERTEVENTURA</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>6</b>	<b>89.5</b>	<b>6</b>	<b>19</b>			
LAS PALMAS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	27	72.7	34	11			
<b>TOTAL LAS PALMAS</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>27</b>	<b>72.7</b>	<b>34</b>	<b>11</b>			
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.8	13	26			
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	28	0	0	3.6	32.1	46.4	17.9	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	0.0	22.2	44.4	16.7	11.1	5.6	0.0	0.0	14	88.9	5	18				
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	38.9	11.1	11.1	0.0	0.0	0.0	9	77.8	8	18				
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>31.3</b>	<b>43.8</b>	<b>15.6</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.3</b>	<b>9</b>	<b>62</b>				
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>33.8</b>	<b>42.1</b>	<b>14.3</b>	<b>6.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.4</b>	<b>9</b>	<b>144</b>			
STOCKHOLM (ARLANDA)	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	65.0	15	20				
STOCKHOLM (ARLANDA)	EASYJET UK LTD	S	16	0	0	0.0	31.3	56.3	12.5	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>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.0</b>	<b>15</b>	<b>20</b>				
<b>TOTAL SWEDEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.0</b>	<b>15</b>	<b>20</b>				
<b>SWITZERLAND</b>																					
BALE MULHOUSE	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	78.9	24	38				
BALE MULHOUSE	EASYJET UK LTD	S	23	0	0	0.0	26.1	34.8	13.0	21.7	0.0	4.3	0.0	24	0.0	0	0				
<b>TOTAL BALE MULHOUSE</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>34.8</b>	<b>13.0</b>	<b>21.7</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>24</b>	<b>78.9</b>	<b>24</b>	<b>38</b>				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	11	342				
GENEVA	EASYJET UK LTD	S	340	0	0	2.6	43.2	37.9	10.3	4.7	1.2	0.0	0.0	7	0.0	0	0				
<b>TOTAL GENEVA</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>43.2</b>	<b>37.9</b>	<b>10.3</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.9</b>	<b>11</b>	<b>342</b>				
ZURICH	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	79.1	12	86				
ZURICH	EASYJET UK LTD	S	64	0	0	3.1	34.4	37.5	17.2	7.8	0.0	0.0	0.0	9	0.0	0	0				
<b>TOTAL ZURICH</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>34.4</b>	<b>37.5</b>	<b>17.2</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>79.1</b>	<b>12</b>	<b>86</b>				
<b>TOTAL SWITZERLAND</b>			<b>427</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>41.0</b>	<b>37.7</b>	<b>11.5</b>	<b>6.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.0</b>	<b>12</b>	<b>466</b>				
<b>UKRAINE</b>																					
KHARKOV OSNOVA INTL	WIZZ AIR UK LTD	S	22	0	0	9.1	45.5	40.9	4.5	0.0	0.0	0.0	0.0	3	0.0	0	0				

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<b>TOTAL KHARKOV OSNOVA INTL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>40.9</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KIEV (ZHULYANY)	WIZZ AIR	S	28	0	0	10.7	39.3	17.9	10.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	15	65.6	18	32	
<b>TOTAL KIEV (ZHULYANY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.6</b>	<b>18</b>	<b>32</b>	
LVOV	WIZZ AIR UK LTD	S	23	0	0	0.0	21.7	47.8	8.7	8.7	4.3	4.3	4.3	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL LVOV</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>47.8</b>	<b>8.7</b>	<b>8.7</b>	<b>4.3</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UKRAINE</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>35.6</b>	<b>34.2</b>	<b>8.2</b>	<b>8.2</b>	<b>4.1</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>65.6</b>	<b>18</b>	<b>32</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	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	86.8	12	38	
ABERDEEN	EASYJET UK LTD	S	37	0	0	10.8	43.2	29.7	5.4	10.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>43.2</b>	<b>29.7</b>	<b>5.4</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.8</b>	<b>12</b>	<b>38</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	211	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	222	0	0	7.2	59.5	17.6	5.9	6.8	2.7	0.0	0.5	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>59.5</b>	<b>17.6</b>	<b>5.9</b>	<b>6.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>6</b>	<b>211</b>	
BIRMINGHAM	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 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	EASYJET UK LTD	S	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
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	35	1	
<b>TOTAL BRISTOL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.3	12	198	
EDINBURGH	EASYJET UK LTD	S	191	0	0	14.1	44.5	21.5	9.9	6.8	2.6	0.0	0.5	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>14.1</b>	<b>44.5</b>	<b>21.5</b>	<b>9.9</b>	<b>6.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.3</b>	<b>12</b>	<b>198</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.7	11	144	
GLASGOW	EASYJET UK LTD	S	143	0	0	21.0	42.7	21.7	5.6	5.6	2.8	0.0	0.7	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>42.7</b>	<b>21.7</b>	<b>5.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.7</b>	<b>11</b>	<b>144</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	64	
INVERNESS	EASYJET UK LTD	S	62	0	0	9.7	40.3	33.9	9.7	1.6	1.6	3.2	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>40.3</b>	<b>33.9</b>	<b>9.7</b>	<b>1.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>14</b>	<b>64</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>	
MANCHESTER	EASYJET UK LTD	S	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0	
<b>TOTAL MANCHESTER</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>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	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 NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
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	32	3
STANSTED	WIZZ AIR UK LTD	S	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	60	0.0	0	0
<b>TOTAL STANSTED</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>31</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>666</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>48.2</b>	<b>21.8</b>	<b>7.4</b>	<b>6.3</b>	<b>2.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.5</b>	<b>10</b>	<b>664</b>
<b>TOTAL LUTON</b>			<b>7740</b>	<b>0</b>	<b>29</b>	<b>8.7</b>	<b>36.7</b>	<b>35.1</b>	<b>9.9</b>	<b>6.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>77.1</b>	<b>13</b>	<b>7065</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	THOMAS COOK AIRLINES LTD	S	5	0	0	20.0	20.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL ANTIGUA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</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>TOTAL ANTIGUA AND BARBUDA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</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>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	25.0	12.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	87.5	8	8	
INNSBRUCK	EASYJET UK LTD	S	8	0	0	12.5	12.5	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
INNSBRUCK	FLYBE LTD	S	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	62.5	11	8	
INNSBRUCK	THOMAS COOK AIRLINES LTD	S	15	0	0	0.0	26.7	20.0	20.0	6.7	26.7	0.0	0.0	0.0	0.0	0.0	36	88.9	17	18	
INNSBRUCK	TUI AIRWAYS LTD	C	14	0	0	14.3	21.4	21.4	21.4	14.3	0.0	0.0	0.0	7.1	0.0	0.0	46	62.5	22	16	
<b>TOTAL INNSBRUCK</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.8</b>	<b>24.5</b>	<b>18.9</b>	<b>13.2</b>	<b>15.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>76.0</b>	<b>16</b>	<b>50</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	31	8	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18	
SALZBURG	JET2.COM LTD	S	16	0	0	6.3	31.3	25.0	18.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	17	91.7	3	24	
SALZBURG	TUI AIRWAYS LTD	C	19	0	0	5.3	0.0	36.8	26.3	15.8	5.3	0.0	10.5	0.0	0.0	0.0	40	75.0	10	16	
<b>TOTAL SALZBURG</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>25.6</b>	<b>30.2</b>	<b>18.6</b>	<b>9.3</b>	<b>7.0</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>84.8</b>	<b>8</b>	<b>66</b>	
VIENNA	AUSTRIAN AIRLINES	S	36	0	0	5.6	44.4	41.7	2.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	92.1	3	38	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.3	25	16	
VIENNA	EASYJET UK LTD	S	20	0	0	5.0	35.0	45.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>41.1</b>	<b>42.9</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.5</b>	<b>10</b>	<b>54</b>	
<b>TOTAL AUSTRIA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>29.6</b>	<b>32.9</b>	<b>13.8</b>	<b>7.9</b>	<b>8.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.2</b>	<b>11</b>	<b>170</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	12	0	0	0.0	16.7	0.0	25.0	25.0	33.3	0.0	0.0	0.0	0.0	0.0	44	75.0	20	12	
BRIDGETOWN	THOMAS COOK AIRLINES LTD	S	14	0	0	0.0	0.0	35.7	14.3	0.0	42.9	0.0	7.1	0.0	0.0	0.0	61	61.5	14	13	
BRIDGETOWN	TUI AIRWAYS LTD	C	32	0	0	0.0	6.3	37.5	31.3	9.4	15.6	0.0	0.0	0.0	0.0	0.0	28	69.2	21	26	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	2	5.6	11.1	33.3	16.7	11.1	5.6	5.6	0.0	0.0	0.0	11.1	27	81.0	31	21	
<b>TOTAL BRIDGETOWN</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>7.9</b>	<b>30.3</b>	<b>23.7</b>	<b>10.5</b>	<b>21.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>36</b>	<b>72.2</b>	<b>23</b>	<b>72</b>	
<b>TOTAL BARBADOS</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>7.9</b>	<b>30.3</b>	<b>23.7</b>	<b>10.5</b>	<b>21.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>36</b>	<b>72.2</b>	<b>23</b>	<b>72</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	168	0	3	1.2	39.2	39.8	8.8	5.8	2.9	0.0	0.6	0.0	0.0	1.8	11	84.7	7	170	
<b>TOTAL BRUSSELS</b>			<b>168</b>	<b>0</b>	<b>3</b>	<b>1.2</b>	<b>39.2</b>	<b>39.8</b>	<b>8.8</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>11</b>	<b>84.7</b>	<b>7</b>	<b>170</b>	
CHARLEROI	RYANAIR	S	76	0	0	1.3	22.4	46.1	10.5	10.5	3.9	2.6	2.6	0.0	0.0	0.0	25	82.1	7	78	
<b>TOTAL CHARLEROI</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>22.4</b>	<b>46.1</b>	<b>10.5</b>	<b>10.5</b>	<b>3.9</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>82.1</b>	<b>7</b>	<b>78</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>244</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>33.9</b>	<b>41.5</b>	<b>9.3</b>	<b>7.3</b>	<b>3.2</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>83.9</b>	<b>7</b>	<b>248</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BRAZIL</b>																					
MANAUS-EDUARDO GOMES	THOMAS COOK AIRLINES 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	240	0.0	0	0	
<b>TOTAL MANAUS-EDUARDO GOMES</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>240</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRAZIL</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>240</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.2	4	44		
SOFIA	EASYJET UK LTD	S	44	0	0	13.6	38.6	34.1	6.8	4.5	2.3	0.0	0.0	0.0	0.0	7	0.0	0	0		
SOFIA	JET2.COM LTD	C	8	0	0	12.5	0.0	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	49	50.0	28	8		
SOFIA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	12.5	25.0	37.5	0.0	0.0	0.0	0.0	45	75.0	13	8		
<b>TOTAL SOFIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>28.3</b>	<b>35.0</b>	<b>8.3</b>	<b>6.7</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.0</b>	<b>8</b>	<b>60</b>		
<b>TOTAL BULGARIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>28.3</b>	<b>35.0</b>	<b>8.3</b>	<b>6.7</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>85.0</b>	<b>8</b>	<b>60</b>		
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	18	0	0	11.1	22.2	16.7	11.1	11.1	11.1	5.6	11.1	0.0	0.0	54	44.4	36	18		
<b>TOTAL TORONTO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>44.4</b>	<b>36</b>	<b>18</b>		
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>44.4</b>	<b>36</b>	<b>18</b>		
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	26	0	0	15.4	34.6	34.6	3.8	0.0	7.7	3.8	0.0	0.0	0.0	14	80.8	13	26		
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>34.6</b>	<b>34.6</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.8</b>	<b>13</b>	<b>26</b>		
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES 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	13	75.0	18	8		
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	28	0	0	3.6	25.0	28.6	10.7	14.3	7.1	3.6	7.1	0.0	0.0	41	68.4	24	19		
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>18.4</b>	<b>34.2</b>	<b>10.5</b>	<b>15.8</b>	<b>5.3</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>70.4</b>	<b>22</b>	<b>27</b>		
<b>TOTAL CAPE VERDE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>25.0</b>	<b>34.4</b>	<b>7.8</b>	<b>9.4</b>	<b>6.3</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.5</b>	<b>17</b>	<b>53</b>		
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	28	0	0	25.0	21.4	25.0	21.4	3.6	0.0	3.6	0.0	0.0	0.0	12	85.7	6	28		
<b>TOTAL BEIJING</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>21.4</b>	<b>25.0</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.7</b>	<b>6</b>	<b>28</b>		
<b>TOTAL CHINA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>21.4</b>	<b>25.0</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.7</b>	<b>6</b>	<b>28</b>		
<b>CUBA</b>																					
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	40.0	10.0	10.0	0.0	20.0	0.0	20.0	0.0	0.0	69	88.9	6	9		
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>88.9</b>	<b>6</b>	<b>9</b>		
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	11.1	11.1	11.1	22.2	44.4	0.0	0.0	0.0	0.0	50	58.3	17	12		
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>58.3</b>	<b>17</b>	<b>12</b>		
VARADERO	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	53	62.5	19	8		
<b>TOTAL VARADERO</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>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>62.5</b>	<b>19</b>	<b>8</b>		
<b>TOTAL CUBA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>11.1</b>	<b>14.8</b>	<b>14.8</b>	<b>33.3</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>69.0</b>	<b>14</b>	<b>29</b>		
<b>CYPRUS</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LARNACA	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	72.2	10	18
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.2</b>	<b>10</b>	<b>18</b>
PAPHOS	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	73.8	13	42
PAPHOS	EASYJET UK LTD	S	40	0	0	15.0	25.0	30.0	17.5	5.0	2.5	0.0	5.0	0.0	0.0	0.0	23	0.0	0	0
PAPHOS	JET2.COM LTD	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	9	100.0	3	4
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	61.1	5.6	11.1	0.0	0.0	5.6	0.0	0.0	0.0	23	63.2	14	19
<b>TOTAL PAPHOS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>22.1</b>	<b>39.7</b>	<b>14.7</b>	<b>7.4</b>	<b>1.5</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.3</b>	<b>13</b>	<b>65</b>
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>22.1</b>	<b>39.7</b>	<b>14.7</b>	<b>7.4</b>	<b>1.5</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.3</b>	<b>12</b>	<b>83</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	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	67.7	23	62
PRAGUE	EASYJET UK LTD	S	78	0	0	0.0	16.7	42.3	24.4	10.3	3.8	0.0	2.6	0.0	0.0	0.0	21	0.0	0	0
PRAGUE	JET2.COM LTD	S	36	0	0	2.8	27.8	41.7	19.4	2.8	5.6	0.0	0.0	0.0	0.0	0.0	13	79.4	8	34
<b>TOTAL PRAGUE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>20.2</b>	<b>42.1</b>	<b>22.8</b>	<b>7.9</b>	<b>4.4</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.9</b>	<b>18</b>	<b>96</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>20.2</b>	<b>42.1</b>	<b>22.8</b>	<b>7.9</b>	<b>4.4</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.9</b>	<b>18</b>	<b>96</b>
<b>DENMARK</b>																				
AALBORG	THOMAS COOK SCANDANAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL AALBORG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BILLUND	BRITISH AIRWAYS PLC	S	90	0	4	6.4	58.5	10.6	3.2	7.4	4.3	5.3	0.0	0.0	0.0	4.3	17	82.7	7	110
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>6.4</b>	<b>58.5</b>	<b>10.6</b>	<b>3.2</b>	<b>7.4</b>	<b>4.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>17</b>	<b>82.7</b>	<b>7</b>	<b>110</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.4	6	90
COPENHAGEN	EASYJET UK LTD	S	72	0	0	5.6	40.3	27.8	6.9	13.9	0.0	0.0	5.6	0.0	0.0	0.0	24	0.0	0	0
COPENHAGEN	SAS	S	94	0	4	4.1	53.1	28.6	6.1	4.1	0.0	0.0	0.0	0.0	0.0	4.1	5	91.5	4	106
<b>TOTAL COPENHAGEN</b>			<b>166</b>	<b>0</b>	<b>4</b>	<b>4.7</b>	<b>47.6</b>	<b>28.2</b>	<b>6.5</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>13</b>	<b>88.3</b>	<b>5</b>	<b>196</b>
<b>TOTAL DENMARK</b>			<b>256</b>	<b>0</b>	<b>8</b>	<b>5.3</b>	<b>51.5</b>	<b>22.0</b>	<b>5.3</b>	<b>8.0</b>	<b>1.5</b>	<b>1.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>14</b>	<b>86.3</b>	<b>6</b>	<b>307</b>
<b>DOMINICAN REPUBLIC</b>																				
LA ROMANA	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	55.6	21	9
<b>TOTAL LA ROMANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>55.6</b>	<b>21</b>	<b>9</b>
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	70.0	13	10
<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>70.0</b>	<b>13</b>	<b>10</b>
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	27.8	22.2	27.8	22.2	0.0	0.0	0.0	0.0	0.0	37	61.1	15	18
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>61.1</b>	<b>15</b>	<b>18</b>
<b>TOTAL DOMINICAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>62.2</b>	<b>16</b>	<b>37</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	S	41	0	1	4.8	21.4	35.7	0.0	19.0	11.9	0.0	4.8	0.0	0.0	2.4	31	60.0	31	30

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HURGHADA	TUI AIRWAYS LTD	S	25	0	1	3.8	7.7	61.5	11.5	7.7	0.0	3.8	0.0	0.0	0.0	3.8	16	77.8	15	18
<b>TOTAL HURGHADA</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>16.2</b>	<b>45.6</b>	<b>4.4</b>	<b>14.7</b>	<b>7.4</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>26</b>	<b>66.7</b>	<b>25</b>	<b>48</b>
<b>TOTAL EGYPT</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>16.2</b>	<b>45.6</b>	<b>4.4</b>	<b>14.7</b>	<b>7.4</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>26</b>	<b>66.7</b>	<b>25</b>	<b>48</b>
<b>ETHIOPIA</b>																				
ADDIS ABABA	ETHIOPIAN AIRLINES	S	34	0	2	0.0	30.6	25.0	11.1	13.9	8.3	0.0	5.6	0.0	0.0	5.6	29	0.0	0	0
<b>TOTAL ADDIS ABABA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.6</b>	<b>25.0</b>	<b>11.1</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ETHIOPIA</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.6</b>	<b>25.0</b>	<b>11.1</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	C	6	0	0	33.3	0.0	16.7	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	33	100.0	12	2
<b>TOTAL ENONTEKIO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</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>33</b>	<b>100.0</b>	<b>12</b>	<b>2</b>
HELSINKI	FINNAIR	S	122	0	2	0.8	23.4	41.9	18.5	12.9	0.8	0.0	0.0	0.0	0.0	1.6	13	68.5	16	124
<b>TOTAL HELSINKI</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>23.4</b>	<b>41.9</b>	<b>18.5</b>	<b>12.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>68.5</b>	<b>16</b>	<b>124</b>
IVALO	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	6	1
IVALO	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL IVALO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
KITTILA	JET2.COM LTD	C	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	34	9
KITTILA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL KITTILA</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>4</b>	<b>50.0</b>	<b>30</b>	<b>10</b>
KUUSAMO	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	30	8
<b>TOTAL KUUSAMO</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>4</b>	<b>50.0</b>	<b>30</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>25.3</b>	<b>42.0</b>	<b>16.7</b>	<b>11.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>66.9</b>	<b>18</b>	<b>145</b>
<b>FRANCE</b>																				
ANGERS- MARCE	SUN AIR OF SCANDINAVIA	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL ANGERS- MARCE</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BORDEAUX	EASYJET UK LTD	S	16	0	0	12.5	56.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL BORDEAUX</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>56.3</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CARCASSONNE	RYANAIR	S	16	0	1	5.9	35.3	41.2	0.0	11.8	0.0	0.0	0.0	0.0	0.0	5.9	9	86.4	8	22
<b>TOTAL CARCASSONNE</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>35.3</b>	<b>41.2</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>9</b>	<b>86.4</b>	<b>8</b>	<b>22</b>
CHAMBERY	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	22.2	81	9
CHAMBERY	BRITISH AIRWAYS PLC	S	9	0	1	0.0	40.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	17	50.0	15	8
CHAMBERY	FLYBE 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	21	75.0	7	8
CHAMBERY	TITAN AIRWAYS LTD	C	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	14	80.0	11	10
CHAMBERY	TUI AIRWAYS LTD	C	24	0	0	0.0	8.3	29.2	29.2	25.0	8.3	0.0	0.0	0.0	0.0	0.0	27	37.5	49	16
<b>TOTAL CHAMBERY</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>18.0</b>	<b>30.0</b>	<b>26.0</b>	<b>18.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>22</b>	<b>51.0</b>	<b>35</b>	<b>51</b>
GRENOBLE	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	290	1
GRENOBLE	JET2.COM LTD	S	24	0	0	4.2	20.8	54.2	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	11	84.6	6	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GRENOBLE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8	
GRENOBLE	THOMAS COOK AIRLINES LTD	S	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	45	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>53.1</b>	<b>9.4</b>	<b>3.1</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.0</b>	<b>16</b>	<b>35</b>	
LIMOGES	RYANAIR	S	18	0	0	0.0	16.7	38.9	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	61.1	17	18	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</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>28</b>	<b>61.1</b>	<b>17</b>	<b>18</b>	
LYON	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	62.5	14	8	
LYON	EASYJET UK LTD	S	8	0	0	0.0	62.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
LYON	FLYBE LTD	S	22	0	0	0.0	13.6	72.7	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	73.8	17	42	
LYON	JET2.COM LTD	S	8	0	0	0.0	62.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	12.5	56	8	
<b>TOTAL LYON</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>47.4</b>	<b>5.3</b>	<b>10.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.8</b>	<b>22</b>	<b>58</b>	
LYON(BRON)	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL LYON(BRON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
NANTES	FLYBE LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	30	4	
<b>TOTAL NANTES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>30</b>	<b>4</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	172	0	8	2.8	45.6	27.8	5.0	9.4	4.4	0.0	0.0	0.6	0.0	4.4	13	72.4	11	181	
PARIS (CHARLES DE GAULLE)	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	78.8	14	52	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	78	0	0	3.8	24.4	42.3	12.8	10.3	3.8	2.6	0.0	0.0	0.0	0.0	17	0.0	0	0	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	226	0	6	0.4	19.8	52.2	13.8	7.8	3.4	0.0	0.0	0.0	0.0	2.6	12	88.4	6	232	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>476</b>	<b>0</b>	<b>14</b>	<b>1.8</b>	<b>30.0</b>	<b>41.6</b>	<b>10.4</b>	<b>8.8</b>	<b>3.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>81.1</b>	<b>9</b>	<b>465</b>	
PERPIGNAN	MALETH AERO	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL PERPIGNAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
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	5	2	
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	FLYBE LTD	S	20	0	0	0.0	30.0	55.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	7	95.7	3	46	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	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	2	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>46.4</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>96.3</b>	<b>3</b>	<b>54</b>	
<b>TOTAL FRANCE</b>			<b>679</b>	<b>0</b>	<b>19</b>	<b>1.9</b>	<b>29.2</b>	<b>41.7</b>	<b>10.5</b>	<b>9.3</b>	<b>4.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>78.2</b>	<b>12</b>	<b>711</b>	
<b>GAMBIA</b>																					
BANJUL	THOMAS COOK AIRLINES LTD	S	34	0	0	11.8	23.5	32.4	2.9	8.8	8.8	2.9	5.9	2.9	0.0	0.0	47	77.8	19	27	
<b>TOTAL BANJUL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>32.4</b>	<b>2.9</b>	<b>8.8</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>47</b>	<b>77.8</b>	<b>19</b>	<b>27</b>	
<b>TOTAL GAMBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>32.4</b>	<b>2.9</b>	<b>8.8</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>47</b>	<b>77.8</b>	<b>19</b>	<b>27</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	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	86.2	7	116	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BERLIN BRANDENBURG	EASYJET UK LTD	S	102	0	0	2.0	41.2	36.3	9.8	7.8	1.0	0.0	2.0	0.0	0.0	0.0	13	0.0	0	0	
BERLIN BRANDENBURG	RYANAIR	S	62	0	0	1.6	17.7	33.9	16.1	17.7	6.5	3.2	3.2	0.0	0.0	0.0	30	66.1	16	62	
<b>TOTAL BERLIN BRANDENBURG</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>32.3</b>	<b>35.4</b>	<b>12.2</b>	<b>11.6</b>	<b>3.0</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>79.2</b>	<b>10</b>	<b>178</b>	
BREMEN	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	12	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
COLOGNE BONN	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	77.4	18	53	
COLOGNE BONN	RYANAIR	S	48	0	2	4.0	38.0	42.0	0.0	0.0	6.0	2.0	4.0	0.0	0.0	4.0	19	81.7	10	60	
<b>TOTAL COLOGNE BONN</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>38.0</b>	<b>42.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>19</b>	<b>79.6</b>	<b>14</b>	<b>113</b>	
DUSSELDORF	EMIRATES	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	522	0.0	0	0	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	196	0	10	6.3	42.2	26.7	7.8	9.7	1.5	0.5	0.5	0.0	0.0	4.9	10	61.1	19	157	
DUSSELDORF	FLYBE LTD	S	123	0	3	0.8	42.1	38.1	7.1	7.1	1.6	0.8	0.0	0.0	0.0	2.4	8	88.4	6	136	
<b>TOTAL DUSSELDORF</b>			<b>320</b>	<b>0</b>	<b>13</b>	<b>4.2</b>	<b>42.0</b>	<b>30.9</b>	<b>7.5</b>	<b>8.7</b>	<b>1.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>3.9</b>	<b>11</b>	<b>73.9</b>	<b>13</b>	<b>293</b>	
FRANKFURT MAIN	LUFTHANSA	S	273	0	14	0.3	27.2	37.6	13.6	11.1	4.9	0.0	0.3	0.0	0.0	4.9	16	73.4	11	293	
FRANKFURT MAIN	RYANAIR	S	51	0	0	3.9	25.5	51.0	11.8	7.8	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	13	54	
<b>TOTAL FRANKFURT MAIN</b>			<b>324</b>	<b>0</b>	<b>14</b>	<b>0.9</b>	<b>26.9</b>	<b>39.6</b>	<b>13.3</b>	<b>10.7</b>	<b>4.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>15</b>	<b>74.1</b>	<b>11</b>	<b>347</b>	
HAHN	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HAHN</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>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.1	13	70	
HAMBURG	EASYJET UK LTD	S	70	0	0	5.7	44.3	27.1	14.3	2.9	0.0	2.9	2.9	0.0	0.0	0.0	17	0.0	0	0	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.8	17	42	
HAMBURG	RYANAIR	S	41	0	0	4.9	43.9	39.0	2.4	7.3	2.4	0.0	0.0	0.0	0.0	0.0	7	100.0	1	26	
<b>TOTAL HAMBURG</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>44.1</b>	<b>31.5</b>	<b>9.9</b>	<b>4.5</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>13</b>	<b>69.6</b>	<b>12</b>	<b>138</b>	
HANOVER	FLYBE LTD	S	38	0	1	7.7	20.5	41.0	7.7	7.7	10.3	0.0	2.6	0.0	0.0	2.6	24	72.2	14	52	
HANOVER	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL HANOVER</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>22.0</b>	<b>39.0</b>	<b>7.3</b>	<b>7.3</b>	<b>12.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>25</b>	<b>72.2</b>	<b>14</b>	<b>52</b>	
MUNICH	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	77.5	12	40	
MUNICH	EASYJET UK LTD	S	40	0	0	0.0	40.0	30.0	0.0	15.0	12.5	2.5	0.0	0.0	0.0	0.0	24	0.0	0	0	
MUNICH	LUFTHANSA	S	165	0	9	1.1	24.7	40.2	13.2	9.2	4.0	1.1	1.1	0.0	0.0	5.2	18	77.0	11	173	
MUNICH	SUNDAIR GMBH	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	7	0.0	0	0	
MUNICH	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	512	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>208</b>	<b>0</b>	<b>9</b>	<b>0.9</b>	<b>27.2</b>	<b>38.7</b>	<b>10.6</b>	<b>10.1</b>	<b>5.5</b>	<b>1.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>4.1</b>	<b>22</b>	<b>77.1</b>	<b>11</b>	<b>213</b>	
NUREMBERG	RYANAIR	S	42	0	0	0.0	23.8	28.6	16.7	28.6	2.4	0.0	0.0	0.0	0.0	0.0	20	73.1	11	52	
<b>TOTAL NUREMBERG</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>28.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>73.1</b>	<b>11</b>	<b>52</b>	
STUTTGART	RYANAIR	S	34	0	0	0.0	29.4	50.0	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	10	82.4	8	34	
<b>TOTAL STUTTGART</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>50.0</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.4</b>	<b>8</b>	<b>34</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GERMANY</b>			<b>1293</b>	<b>0</b>	<b>39</b>	<b>2.5</b>	<b>33.1</b>	<b>36.1</b>	<b>10.4</b>	<b>9.7</b>	<b>3.5</b>	<b>0.8</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.9</b>	<b>16</b>	<b>75.2</b>	<b>12</b>	<b>1420</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18
GIBRALTAR	EASYJET UK LTD	S	18	0	0	0.0	27.8	44.4	11.1	5.6	0.0	0.0	11.1	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	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	22	71.4	12	14
ATHENS	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	92.3	7	26	
ATHENS	EASYJET UK LTD	S	26	0	0	0.0	38.5	50.0	3.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL ATHENS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.4</b>	<b>46.9</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.0</b>	<b>9</b>	<b>40</b>
HERAKLION	AEGEAN AIRLINES	C	6	0	0	0.0	0.0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
<b>TOTAL HERAKLION</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KAVALA	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	75.0	5	18	
<b>TOTAL KAVALA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>5</b>	<b>18</b>	
SALONIKA	EASYJET UK LTD	S	16	0	0	0.0	50.0	25.0	6.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.2</b>	<b>37.0</b>	<b>9.3</b>	<b>13.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>81.7</b>	<b>8</b>	<b>58</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	52	0	0	25.0	40.4	19.2	3.8	5.8	1.9	0.0	3.8	0.0	0.0	0.0	14	77.4	12	62
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.4</b>	<b>19.2</b>	<b>3.8</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.4</b>	<b>12</b>	<b>62</b>
<b>TOTAL HONG KONG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>40.4</b>	<b>19.2</b>	<b>3.8</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.4</b>	<b>12</b>	<b>62</b>
<b>HUNGARY</b>																				
BUDAPEST	EASYJET UK LTD	S	16	0	0	6.3	50.0	31.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
BUDAPEST	JET2.COM LTD	S	22	0	0	4.5	59.1	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	5	90.0	4	20	
BUDAPEST	RYANAIR	S	48	0	0	0.0	14.6	45.8	18.8	8.3	6.3	4.2	0.0	2.1	0.0	0.0	29	47.9	20	48
<b>TOTAL BUDAPEST</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>32.6</b>	<b>37.2</b>	<b>12.8</b>	<b>7.0</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.3</b>	<b>15</b>	<b>68</b>
<b>TOTAL HUNGARY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>32.6</b>	<b>37.2</b>	<b>12.8</b>	<b>7.0</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>60.3</b>	<b>15</b>	<b>68</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.8	7	82	
KEFLAVIK	EASYJET UK LTD	S	84	0	0	13.1	45.2	26.2	7.1	3.6	2.4	0.0	2.4	0.0	0.0	0.0	13	0.0	0	0
KEFLAVIK	ICELANDAIR	S	56	0	0	30.4	51.8	12.5	0.0	1.8	3.6	0.0	0.0	0.0	0.0	5	69.4	34	62	
KEFLAVIK	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	50.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	33	66.7	13	18
<b>TOTAL KEFLAVIK</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>45.6</b>	<b>24.1</b>	<b>3.8</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.4</b>	<b>18</b>	<b>162</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ICELAND</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>45.6</b>	<b>24.1</b>	<b>3.8</b>	<b>3.8</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.4</b>	<b>18</b>	<b>162</b>
<b>INDIA</b>																				
GOA	THOMAS COOK AIRLINES LTD	S	35	0	0	0.0	14.3	25.7	14.3	28.6	11.4	2.9	2.9	0.0	0.0	0.0	41	75.0	14	36
GOA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	12.5	62.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	65	91.7	5	12
<b>TOTAL GOA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.0</b>	<b>23.3</b>	<b>23.3</b>	<b>23.3</b>	<b>9.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>79.2</b>	<b>12</b>	<b>48</b>
MUMBAI	JET AIRWAYS	S	42	0	0	14.3	19.0	38.1	19.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL MUMBAI</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>19.0</b>	<b>38.1</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>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>16.5</b>	<b>30.6</b>	<b>21.2</b>	<b>14.1</b>	<b>7.1</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>79.2</b>	<b>12</b>	<b>48</b>
<b>IRAQ</b>																				
BAGHDAD (GECA)	IRAQI AIRWAYS	S	10	0	0	0.0	20.0	40.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	17	25.0	25	8
<b>TOTAL BAGHDAD (GECA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</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>0.0</b>	<b>17</b>	<b>25.0</b>	<b>25</b>	<b>8</b>
<b>TOTAL IRAQ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</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>0.0</b>	<b>17</b>	<b>25.0</b>	<b>25</b>	<b>8</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	136	0	2	22.5	47.8	15.2	8.7	3.6	0.7	0.0	0.0	0.0	0.0	1.4	5	87.5	8	152
<b>TOTAL CORK</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>22.5</b>	<b>47.8</b>	<b>15.2</b>	<b>8.7</b>	<b>3.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>5</b>	<b>87.5</b>	<b>8</b>	<b>152</b>
DUBLIN	AER LINGUS	S	315	0	4	7.2	47.0	27.3	10.3	4.7	1.6	0.6	0.0	0.0	0.0	1.3	8	83.6	7	335
DUBLIN	RYANAIR	S	341	0	0	7.9	48.7	27.3	9.4	4.4	1.8	0.0	0.6	0.0	0.0	0.0	8	91.4	4	326
<b>TOTAL DUBLIN</b>			<b>656</b>	<b>0</b>	<b>4</b>	<b>7.6</b>	<b>47.9</b>	<b>27.3</b>	<b>9.8</b>	<b>4.5</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>87.5</b>	<b>6</b>	<b>661</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	38	0	0	0.0	18.4	60.5	7.9	13.2	0.0	0.0	0.0	0.0	0.0	0.0	11	76.7	10	30
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.4</b>	<b>60.5</b>	<b>7.9</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>10</b>	<b>30</b>
SHANNON	RYANAIR	S	42	0	0	2.4	45.2	33.3	7.1	7.1	2.4	0.0	2.4	0.0	0.0	0.0	14	81.8	7	44
<b>TOTAL SHANNON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>45.2</b>	<b>33.3</b>	<b>7.1</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.8</b>	<b>7</b>	<b>44</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>872</b>	<b>0</b>	<b>6</b>	<b>9.3</b>	<b>46.5</b>	<b>27.1</b>	<b>9.5</b>	<b>4.9</b>	<b>1.5</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>86.8</b>	<b>6</b>	<b>887</b>
<b>ISRAEL</b>																				
TEL AVIV	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	33.3	33	18
TEL AVIV	EASYJET UK LTD	S	17	0	0	0.0	17.6	35.3	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>35.3</b>	<b>35.3</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>33.3</b>	<b>33</b>	<b>18</b>
<b>TOTAL ISRAEL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>35.3</b>	<b>35.3</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>33.3</b>	<b>33</b>	<b>18</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	62	0	0	0.0	8.1	40.3	22.6	19.4	8.1	0.0	1.6	0.0	0.0	0.0	28	71.0	15	62
<b>TOTAL BERGAMO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.1</b>	<b>40.3</b>	<b>22.6</b>	<b>19.4</b>	<b>8.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.0</b>	<b>15</b>	<b>62</b>
BOLOGNA	RYANAIR	S	18	0	0	0.0	5.6	77.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>77.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	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	37.5	40	16
CATANIA (FONTANAROSSA)	EASYJET UK LTD	S	18	0	0	5.6	11.1	44.4	5.6	22.2	5.6	5.6	0.0	0.0	0.0	0.0	25	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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 CATANIA (FONTANAROSSA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>44.4</b>	<b>5.6</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>25</b>	<b>37.5</b>	<b>40</b>	<b>16</b>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.9	13	44	
MILAN (MALPENSA)	EASYJET UK LTD	S	46	0	0	2.2	26.1	19.6	30.4	15.2	6.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
MILAN (MALPENSA)	FLYBE LTD	S	32	0	2	0.0	8.8	52.9	14.7	14.7	2.9	0.0	0.0	0.0	0.0	5.9	16	66.7	12	40	
<b>TOTAL MILAN (MALPENSA)</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>18.8</b>	<b>33.8</b>	<b>23.8</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>18</b>	<b>66.3</b>	<b>12</b>	<b>84</b>	
NAPLES	RYANAIR	S	18	0	0	0.0	5.6	50.0	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	50.0	23	18	
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>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>24</b>	<b>50.0</b>	<b>23</b>	<b>18</b>	
PISA	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	77.8	14	18	
PISA	EASYJET UK LTD	S	18	0	0	0.0	44.4	38.9	5.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL PISA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.8</b>	<b>14</b>	<b>18</b>	
ROME (CIAMPINO)	RYANAIR	S	62	0	0	0.0	27.4	43.5	12.9	9.7	3.2	0.0	3.2	0.0	0.0	0.0	19	68.6	11	69	
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>43.5</b>	<b>12.9</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.6</b>	<b>11</b>	<b>69</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	36	0	0	8.3	50.0	36.1	2.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	6	77.8	11	34	
<b>TOTAL ROME (FIUMICINO)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>36.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>77.8</b>	<b>11</b>	<b>34</b>	
TREVISIO	RYANAIR	S	28	0	0	14.3	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL TREVISIO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TURIN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8	
TURIN	EASYJET UK LTD	S	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
TURIN	JET2.COM LTD	S	24	0	0	4.2	62.5	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	4	26	
TURIN	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	22	16	
<b>TOTAL TURIN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>50.0</b>	<b>37.5</b>	<b>2.1</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>6</b>	<b>82.0</b>	<b>10</b>	<b>50</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	36	
VENICE	EASYJET UK LTD	S	34	0	2	2.8	47.2	33.3	8.3	0.0	2.8	0.0	0.0	0.0	0.0	5.6	8	0.0	0	0	
<b>TOTAL VENICE</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>47.2</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>8</b>	<b>66.7</b>	<b>12</b>	<b>36</b>	
VERONA VILLAFRANCA	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	13	87.5	7	8	
<b>TOTAL VERONA VILLAFRANCA</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>13</b>	<b>87.5</b>	<b>7</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>428</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>26.4</b>	<b>41.2</b>	<b>13.7</b>	<b>9.7</b>	<b>3.9</b>	<b>0.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>69.5</b>	<b>14</b>	<b>395</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	28	0	0	7.1	0.0	35.7	25.0	14.3	10.7	0.0	0.0	7.1	0.0	0.0	56	77.8	11	27	
<b>TOTAL MONTEGO BAY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>0.0</b>	<b>35.7</b>	<b>25.0</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>77.8</b>	<b>11</b>	<b>27</b>	
<b>TOTAL JAMAICA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>0.0</b>	<b>35.7</b>	<b>25.0</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>77.8</b>	<b>11</b>	<b>27</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	18	0	0	0.0	11.1	33.3	22.2	16.7	11.1	5.6	0.0	0.0	0.0	0.0	34	81.8	7	22	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>34</b>	<b>81.8</b>	<b>7</b>	<b>22</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</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>34</b>	<b>81.8</b>	<b>7</b>	<b>22</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	FLYBE LTD	S	34	0	0	0.0	20.6	52.9	8.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	87.5	10	40
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>52.9</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>87.5</b>	<b>10</b>	<b>40</b>
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.6</b>	<b>52.9</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>87.5</b>	<b>10</b>	<b>40</b>
<b>MALAYSIA</b>																				
LANGKAWI	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL LANGKAWI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>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>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALAYSIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>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>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>																				
MALTA	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	88.9	7	36
MALTA	EASYJET UK LTD	S	36	0	0	0.0	30.6	58.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
MALTA	RYANAIR	S	26	0	0	0.0	11.5	38.5	19.2	7.7	23.1	0.0	0.0	0.0	0.0	0.0	29	70.0	13	30
MALTA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	10
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>52.8</b>	<b>11.1</b>	<b>6.9</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>82.9</b>	<b>8</b>	<b>76</b>
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>52.8</b>	<b>11.1</b>	<b>6.9</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>82.9</b>	<b>8</b>	<b>76</b>
<b>MEXICO</b>																				
CANCUN	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	9
CANCUN	TUI AIRWAYS LTD	S	36	0	1	0.0	8.1	40.5	18.9	18.9	5.4	0.0	5.4	0.0	0.0	2.7	39	70.3	14	37
<b>TOTAL CANCUN</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>6.7</b>	<b>40.0</b>	<b>22.2</b>	<b>17.8</b>	<b>4.4</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>35</b>	<b>76.1</b>	<b>12</b>	<b>46</b>
PUERTO VALLARTA	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	37.5	158	8
<b>TOTAL PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>37.5</b>	<b>158</b>	<b>8</b>
<b>TOTAL MEXICO</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>7.5</b>	<b>39.6</b>	<b>22.6</b>	<b>15.1</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>30</b>	<b>70.4</b>	<b>33</b>	<b>54</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	16	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	16
AGADIR (AL MASSIRA)	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	77.8	10	18
AGADIR (AL MASSIRA)	EASYJET UK LTD	S	18	0	1	10.5	26.3	36.8	5.3	0.0	0.0	5.3	0.0	10.5	0.0	5.3	57	0.0	0	0
AGADIR (AL MASSIRA)	RYANAIR	S	20	0	0	0.0	25.0	35.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	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	83.3	4	18
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>27.4</b>	<b>35.6</b>	<b>15.1</b>	<b>8.2</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>82.7</b>	<b>7</b>	<b>52</b>
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	28	0	0	10.7	42.9	39.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	8	20
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>42.9</b>	<b>39.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>8</b>	<b>20</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	85.0	15	20
MARRAKESH	EASYJET UK LTD	S	20	0	1	23.8	28.6	23.8	19.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	6	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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	
MARRAKESH	THOMAS COOK AIRLINES LTD	S	17	0	0	11.8	29.4	41.2	0.0	0.0	0.0	11.8	5.9	0.0	0.0	0.0	34	0.0	0	0	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	61.1	5.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	94.4	3	18	
<b>TOTAL MARRAKESH</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>23.2</b>	<b>41.1</b>	<b>8.9</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>22</b>	<b>89.5</b>	<b>9</b>	<b>38</b>	
<b>TOTAL MOROCCO</b>			<b>155</b>	<b>0</b>	<b>2</b>	<b>10.2</b>	<b>28.7</b>	<b>38.2</b>	<b>11.5</b>	<b>5.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>19</b>	<b>84.5</b>	<b>8</b>	<b>110</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
AMSTERDAM	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	80.3	14	178	
AMSTERDAM	EASYJET UK LTD	S	184	0	1	2.7	31.9	37.3	10.3	10.8	4.3	1.1	1.1	0.0	0.0	0.5	17	0.0	0	0	
AMSTERDAM	FLYBE LTD	S	220	0	8	1.8	29.8	46.1	11.0	6.1	1.3	0.4	0.0	0.0	0.0	3.5	9	81.3	10	222	
AMSTERDAM	KLM	S	298	0	4	2.3	41.7	40.1	4.6	4.6	3.0	1.7	0.0	0.7	0.0	1.3	14	80.1	9	284	
<b>TOTAL AMSTERDAM</b>			<b>702</b>	<b>0</b>	<b>14</b>	<b>2.2</b>	<b>35.3</b>	<b>41.2</b>	<b>8.1</b>	<b>6.7</b>	<b>2.8</b>	<b>1.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>80.5</b>	<b>11</b>	<b>684</b>	
EINDHOVEN	RYANAIR	S	34	0	0	0.0	14.7	44.1	26.5	2.9	5.9	2.9	2.9	0.0	0.0	0.0	24	68.9	12	44	
<b>TOTAL EINDHOVEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>44.1</b>	<b>26.5</b>	<b>2.9</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>68.9</b>	<b>12</b>	<b>44</b>	
<b>TOTAL NETHERLANDS</b>			<b>736</b>	<b>0</b>	<b>14</b>	<b>2.1</b>	<b>34.4</b>	<b>41.3</b>	<b>8.9</b>	<b>6.5</b>	<b>2.9</b>	<b>1.2</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>79.8</b>	<b>11</b>	<b>728</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BERGEN	LOGANAIR LTD	S	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	0.0	0	0	
BERGEN	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	0	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	0.0	34.6	30.8	7.7	11.5	11.5	3.8	0.0	0.0	0.0	0.0	26	32.1	32	28	
OSLO (GARDERMOEN)	SAS	S	36	0	2	0.0	31.6	39.5	15.8	7.9	0.0	0.0	0.0	0.0	0.0	5.3	9	77.5	9	40	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>32.8</b>	<b>35.9</b>	<b>12.5</b>	<b>9.4</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>16</b>	<b>58.8</b>	<b>18</b>	<b>68</b>	
SANDEFJORD(TORP)	RYANAIR	S	33	0	0	12.1	30.3	42.4	6.1	6.1	3.0	0.0	0.0	0.0	0.0	0.0	11	66.7	16	36	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>30.3</b>	<b>42.4</b>	<b>6.1</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>16</b>	<b>36</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	26	0	0	3.8	46.2	34.6	0.0	3.8	3.8	7.7	0.0	0.0	0.0	0.0	17	77.8	8	18	
<b>TOTAL STAVANGER</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>34.6</b>	<b>0.0</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>17</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>TOTAL NORWAY</b>			<b>127</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>34.1</b>	<b>38.0</b>	<b>7.8</b>	<b>7.0</b>	<b>3.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>64.2</b>	<b>16</b>	<b>123</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	60	0	2	0.0	14.5	25.8	30.6	21.0	4.8	0.0	0.0	0.0	0.0	3.2	22	50.0	22	62	
<b>TOTAL MUSCAT</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.5</b>	<b>25.8</b>	<b>30.6</b>	<b>21.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>22</b>	<b>50.0</b>	<b>22</b>	<b>62</b>	
<b>TOTAL OMAN</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.5</b>	<b>25.8</b>	<b>30.6</b>	<b>21.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>22</b>	<b>50.0</b>	<b>22</b>	<b>62</b>	
<b>PAKISTAN</b>																					
BENAZIR BHUTTO INTERNATIONAL AIRPORT	PAKISTAN INTL AIRLINES	S	62	0	0	6.5	32.3	38.7	6.5	11.3	3.2	0.0	0.0	1.6	0.0	0.0	19	71.0	30	62	
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>32.3</b>	<b>38.7</b>	<b>6.5</b>	<b>11.3</b>	<b>3.2</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>71.0</b>	<b>30</b>	<b>62</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	0.0	0.0	22.2	44.4	11.1	16.7	5.6	0.0	0.0	0.0	0.0	38	5.6	39	18
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>38</b>	<b>5.6</b>	<b>39</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>35.0</b>	<b>15.0</b>	<b>11.3</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>56.3</b>	<b>32</b>	<b>80</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	22	0	0	4.5	22.7	13.6	27.3	9.1	13.6	9.1	0.0	0.0	0.0	0.0	34	81.8	8	22
<b>TOTAL GDANSK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.7</b>	<b>13.6</b>	<b>27.3</b>	<b>9.1</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>34</b>	<b>81.8</b>	<b>8</b>	<b>22</b>
KRAKOW	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	92.3	7	26
KRAKOW	EASYJET UK LTD	S	33	0	0	0.0	27.3	36.4	15.2	15.2	3.0	3.0	0.0	0.0	0.0	0.0	18	0.0	0	0
KRAKOW	JET2.COM LTD	S	22	0	0	9.1	27.3	54.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4
KRAKOW	RYANAIR	S	44	0	0	4.5	18.2	34.1	11.4	15.9	15.9	0.0	0.0	0.0	0.0	0.0	24	45.0	29	40
<b>TOTAL KRAKOW</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>23.2</b>	<b>39.4</b>	<b>11.1</b>	<b>12.1</b>	<b>9.1</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>65.7</b>	<b>19</b>	<b>70</b>
RZESZOW	RYANAIR	S	20	0	0	0.0	20.0	40.0	5.0	20.0	5.0	0.0	10.0	0.0	0.0	0.0	48	95.5	4	22
<b>TOTAL RZESZOW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>5.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>95.5</b>	<b>4</b>	<b>22</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	30	0	0	20.0	30.0	43.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5	89.3	4	28
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>43.3</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>0.0</b>	<b>5</b>	<b>89.3</b>	<b>4</b>	<b>28</b>
WROCLAW	RYANAIR	S	16	0	0	6.3	12.5	37.5	12.5	25.0	0.0	0.0	6.3	0.0	0.0	0.0	40	90.0	6	20
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>90.0</b>	<b>6</b>	<b>20</b>
<b>TOTAL POLAND</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>23.0</b>	<b>36.9</b>	<b>11.2</b>	<b>12.3</b>	<b>7.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>79.0</b>	<b>11</b>	<b>162</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET UK LTD	S	34	0	0	26.5	38.2	23.5	2.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
FARO	JET2.COM LTD	S	22	0	0	4.5	45.5	40.9	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	12	100.0	1	4
FARO	RYANAIR	S	62	0	0	1.6	24.2	40.3	17.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	19	72.7	10	44
<b>TOTAL FARO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>32.2</b>	<b>35.6</b>	<b>11.0</b>	<b>5.1</b>	<b>4.2</b>	<b>2.5</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>9</b>	<b>48</b>
LISBON	AIR PORTUGAL	S	98	0	0	4.1	15.3	40.8	15.3	15.3	6.1	3.1	0.0	0.0	0.0	0.0	21	63.2	15	106
LISBON	EASYJET UK LTD	S	28	0	0	3.6	39.3	39.3	3.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
LISBON	RYANAIR	S	60	0	0	0.0	23.3	26.7	23.3	13.3	6.7	3.3	3.3	0.0	0.0	0.0	33	80.8	11	26
<b>TOTAL LISBON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>21.5</b>	<b>36.0</b>	<b>16.1</b>	<b>13.4</b>	<b>6.5</b>	<b>2.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>66.7</b>	<b>14</b>	<b>132</b>
OPORTO (PORTUGAL)	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	90.0	4	20
OPORTO (PORTUGAL)	EASYJET UK LTD	S	20	0	0	30.0	55.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
OPORTO (PORTUGAL)	RYANAIR	S	26	0	0	0.0	3.8	76.9	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>26.1</b>	<b>50.0</b>	<b>4.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>90.0</b>	<b>4</b>	<b>20</b>
<b>TOTAL PORTUGAL</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.7</b>	<b>37.7</b>	<b>12.9</b>	<b>9.7</b>	<b>4.9</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.0</b>	<b>12</b>	<b>200</b>
<b>PORTUGAL(MADEIRA)</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
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	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	3	18
FUNCHAL	EASYJET UK LTD	S	16	0	0	25.0	37.5	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
FUNCHAL	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	8	83.3	8	18
FUNCHAL	THOMAS COOK AIRLINES LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
FUNCHAL	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	70.0	10	10
<b>TOTAL FUNCHAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>26.2</b>	<b>38.1</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.1</b>	<b>7</b>	<b>46</b>
<b>TOTAL PORTUGAL</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>26.2</b>	<b>38.1</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.1</b>	<b>7</b>	<b>46</b>
<b>QATAR</b>																				
DOHA HAMAD	QATAR AIRWAYS	S	160	0	0	5.0	33.8	27.5	19.4	11.9	1.9	0.0	0.6	0.0	0.0	0.0	14	90.8	6	142
<b>TOTAL DOHA HAMAD</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>33.8</b>	<b>27.5</b>	<b>19.4</b>	<b>11.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.8</b>	<b>6</b>	<b>142</b>
<b>TOTAL QATAR</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>33.8</b>	<b>27.5</b>	<b>19.4</b>	<b>11.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.8</b>	<b>6</b>	<b>142</b>
<b>REPUBLIC OF SOUTH</b>																				
CAPE TOWN	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	11	4
<b>TOTAL CAPE TOWN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>4</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>4</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	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	35	1
BUCHAREST (OTOPENI)	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	13	1
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>24</b>	<b>2</b>
<b>TOTAL ROMANIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>24</b>	<b>2</b>
<b>SAUDI ARABIA</b>																				
JEDDAH	SAUDI ARABIAN AIRLINES	S	51	0	1	1.9	21.2	23.1	26.9	13.5	11.5	0.0	0.0	0.0	0.0	1.9	22	52.3	23	44
<b>TOTAL JEDDAH</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>21.2</b>	<b>23.1</b>	<b>26.9</b>	<b>13.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>52.3</b>	<b>23</b>	<b>44</b>
<b>TOTAL SAUDI ARABIA</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>21.2</b>	<b>23.1</b>	<b>26.9</b>	<b>13.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>52.3</b>	<b>23</b>	<b>44</b>
<b>SINGAPORE</b>																				
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	9.1	36.4	34.1	11.4	4.5	0.0	0.0	4.5	0.0	0.0	0.0	18	91.1	4	44
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>34.1</b>	<b>11.4</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>0.0</b>	<b>18</b>	<b>91.1</b>	<b>4</b>	<b>44</b>
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>36.4</b>	<b>34.1</b>	<b>11.4</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>0.0</b>	<b>18</b>	<b>91.1</b>	<b>4</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	28	0	0	3.6	28.6	32.1	14.3	17.9	3.6	0.0	0.0	0.0	0.0	0.0	16	60.7	15	28
<b>TOTAL BRATISLAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>32.1</b>	<b>14.3</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.7</b>	<b>15</b>	<b>28</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>32.1</b>	<b>14.3</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.7</b>	<b>15</b>	<b>28</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	6	32
ALICANTE	EASYJET UK LTD	S	38	0	0	7.9	60.5	23.7	0.0	5.3	0.0	2.6	0.0	0.0	0.0	0.0	8	0.0	0	0
ALICANTE	JET2.COM LTD	S	60	0	0	0.0	25.0	45.0	20.0	3.3	3.3	3.3	0.0	0.0	0.0	0.0	15	88.9	6	54

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	92	0	0	1.1	29.3	48.9	12.0	4.3	2.2	0.0	2.2	0.0	0.0	0.0	15	81.1	14	74
ALICANTE	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	3	100.0	0	8
ALICANTE	TUI AIRWAYS LTD	C	24	0	0	0.0	16.7	54.2	12.5	8.3	8.3	0.0	0.0	0.0	0.0	0.0	18	77.4	36	31
<b>TOTAL ALICANTE</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>32.4</b>	<b>44.1</b>	<b>12.2</b>	<b>4.5</b>	<b>2.7</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.4</b>	<b>13</b>	<b>199</b>
BARCELONA	EASYJET UK LTD	S	18	0	0	11.1	50.0	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BARCELONA	JET2.COM LTD	S	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	94.4	2	17
BARCELONA	RYANAIR	S	62	0	0	1.6	22.6	41.9	22.6	8.1	0.0	0.0	3.2	0.0	0.0	0.0	20	85.0	8	60
BARCELONA	VUELING AIRLINES	S	46	0	1	0.0	2.1	42.6	29.8	19.1	4.3	0.0	0.0	0.0	0.0	2.1	22	80.8	6	26
<b>TOTAL BARCELONA</b>			<b>144</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>22.8</b>	<b>40.0</b>	<b>21.4</b>	<b>10.3</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>85.6</b>	<b>6</b>	<b>103</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	14	20
BILBAO	EASYJET UK LTD	S	22	0	0	0.0	22.7	54.5	13.6	0.0	4.5	4.5	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL BILBAO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>54.5</b>	<b>13.6</b>	<b>0.0</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>18</b>	<b>70.0</b>	<b>14</b>	<b>20</b>
GRANADA	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	88.9	5	18
GRANADA	EASYJET UK LTD	S	16	0	0	6.3	50.0	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL GRANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
LIEIDA	THOMAS COOK AIRLINES 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	22	0.0	0	0
LIEIDA	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	60.0	19	10
<b>TOTAL LIEIDA</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>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>22</b>	<b>60.0</b>	<b>19</b>	<b>10</b>
MADRID	IBERIA EXPRESS	S	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	10	81.3	7	16
MADRID	RYANAIR	S	62	0	0	0.0	32.3	43.5	6.5	14.5	3.2	0.0	0.0	0.0	0.0	0.0	13	80.8	8	52
<b>TOTAL MADRID</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>42.5</b>	<b>7.5</b>	<b>12.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>80.9</b>	<b>8</b>	<b>68</b>
MALAGA	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	80.0	9	30
MALAGA	EASYJET UK LTD	S	42	0	0	7.1	42.9	35.7	4.8	4.8	0.0	0.0	0.0	4.8	0.0	0.0	23	0.0	0	0
MALAGA	EUROPE AIRPOST	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
MALAGA	JET2.COM LTD	S	36	0	0	11.1	33.3	52.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.4	2	28
MALAGA	RYANAIR	S	82	0	2	0.0	25.0	52.4	10.7	4.8	2.4	2.4	0.0	0.0	0.0	2.4	14	85.7	8	56
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	66.7	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	93.8	3	16
<b>TOTAL MALAGA</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>29.1</b>	<b>49.5</b>	<b>9.3</b>	<b>3.8</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>87.7</b>	<b>6</b>	<b>130</b>
MURCIA INTERNATIONAL	RYANAIR	S	14	0	0	0.0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MURCIA SAN JAVIER	RYANAIR	S	14	0	0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	28
<b>TOTAL MURCIA SAN JAVIER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>64.3</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>4</b>	<b>28</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18
PALMA DE MALLORCA	EASYJET UK LTD	S	28	0	0	10.7	32.1	32.1	14.3	10.7	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 JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PALMA DE MALLORCA	JET2.COM LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
PALMA DE MALLORCA	RYANAIR	S	34	0	0	2.9	50.0	35.3	5.9	0.0	0.0	0.0	5.9	0.0	0.0	0.0	20	100.0	2	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>40.9</b>	<b>34.8</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.4</b>	<b>4</b>	<b>36</b>	
SEVILLE	RYANAIR	S	18	0	0	0.0	27.8	33.3	5.6	5.6	27.8	0.0	0.0	0.0	0.0	0.0	30	100.0	3	18	
<b>TOTAL SEVILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>5.6</b>	<b>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>30</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
VALENCIA	RYANAIR	S	16	0	0	0.0	18.8	12.5	31.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	26	66.7	10	18	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>800</b>	<b>0</b>	<b>3</b>	<b>2.6</b>	<b>30.6</b>	<b>42.5</b>	<b>13.0</b>	<b>6.7</b>	<b>2.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>85.7</b>	<b>9</b>	<b>648</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET UK LTD	S	18	0	0	11.1	33.3	27.8	5.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
ARRECIFE	JET2.COM LTD	S	50	0	0	14.0	24.0	44.0	8.0	6.0	2.0	0.0	2.0	0.0	0.0	0.0	13	76.9	17	39	
ARRECIFE	RYANAIR	S	56	0	0	7.1	32.1	37.5	16.1	1.8	1.8	0.0	3.6	0.0	0.0	0.0	15	90.9	3	44	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	47	0	1	4.2	16.7	43.8	16.7	6.3	6.3	0.0	4.2	0.0	0.0	2.1	23	72.7	18	33	
ARRECIFE	TUI AIRWAYS LTD	C	36	0	0	2.8	22.2	55.6	5.6	2.8	11.1	0.0	0.0	0.0	0.0	0.0	16	70.5	20	44	
<b>TOTAL ARRECIFE</b>			<b>207</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>25.0</b>	<b>42.8</b>	<b>11.5</b>	<b>5.8</b>	<b>4.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>16</b>	<b>78.1</b>	<b>14</b>	<b>160</b>	
FUERTEVENTURA	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	15.4	34.6	30.8	3.8	3.8	7.7	3.8	0.0	0.0	0.0	0.0	16	88.5	10	26	
FUERTEVENTURA	RYANAIR	S	28	0	0	0.0	32.1	57.1	3.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	86.4	8	22	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	30	0	0	3.3	46.7	33.3	3.3	0.0	6.7	0.0	6.7	0.0	0.0	0.0	29	83.3	7	24	
FUERTEVENTURA	TUI AIRWAYS LTD	C	22	0	0	0.0	18.2	31.8	22.7	18.2	0.0	0.0	9.1	0.0	0.0	0.0	33	96.4	5	28	
<b>TOTAL FUERTEVENTURA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>34.0</b>	<b>38.7</b>	<b>7.5</b>	<b>4.7</b>	<b>5.7</b>	<b>0.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>89.1</b>	<b>7</b>	<b>101</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	18	
LAS PALMAS	EASYJET UK LTD	S	18	0	0	5.6	38.9	33.3	5.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	19	0.0	0	0	
LAS PALMAS	JET2.COM LTD	S	38	0	0	7.9	23.7	44.7	13.2	5.3	5.3	0.0	0.0	0.0	0.0	0.0	15	94.3	2	34	
LAS PALMAS	RYANAIR	S	26	0	0	3.8	15.4	57.7	11.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	19	22	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	1	5.3	10.5	57.9	10.5	0.0	10.5	0.0	0.0	0.0	0.0	5.3	15	94.4	4	18	
LAS PALMAS	TUI AIRWAYS LTD	C	34	0	0	2.9	11.8	44.1	11.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	25	76.5	13	34	
<b>TOTAL LAS PALMAS</b>			<b>134</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>19.3</b>	<b>47.4</b>	<b>11.1</b>	<b>8.9</b>	<b>5.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>81.1</b>	<b>9</b>	<b>126</b>	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	13	0	0	0.0	53.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	94.1	5	17	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>30.8</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>13</b>	<b>94.1</b>	<b>5</b>	<b>17</b>	
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.3	3	64	
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	70	0	0	27.1	32.9	22.9	7.1	4.3	1.4	0.0	1.4	2.9	0.0	0.0	21	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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)	JET2.COM LTD	S	80	0	0	8.8	13.8	52.5	13.8	6.3	3.8	1.3	0.0	0.0	0.0	0.0	14	84.6	9	65	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	84	0	0	4.8	38.1	33.3	8.3	9.5	4.8	1.2	0.0	0.0	0.0	0.0	13	81.0	10	58	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	69	0	0	8.7	17.4	50.7	4.3	8.7	5.8	1.4	2.9	0.0	0.0	0.0	21	71.1	11	38	
TENERIFE (SURREINA SOFIA)	THOMAS COOK SCANDANAVIA	S	0	0	0	0.0	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	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	68	0	0	0.0	20.6	55.9	7.4	8.8	4.4	0.0	2.9	0.0	0.0	0.0	19	75.0	10	72	
TENERIFE (SURREINA SOFIA)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>24.5</b>	<b>43.2</b>	<b>8.3</b>	<b>7.5</b>	<b>4.0</b>	<b>0.8</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.4</b>	<b>8</b>	<b>301</b>	
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>835</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>25.4</b>	<b>43.0</b>	<b>9.4</b>	<b>6.8</b>	<b>4.5</b>	<b>0.8</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>82.4</b>	<b>10</b>	<b>705</b>	
<b>COLOMBO</b>	THOMAS COOK AIRLINES 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	0	0.0	0	0	
<b>TOTAL COLOMBO</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 SRI LANKA</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>ST LUCIA</b>	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	64	62.5	23	8	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>62.5</b>	<b>23</b>	<b>8</b>	
<b>TOTAL ST LUCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>62.5</b>	<b>23</b>	<b>8</b>	
<b>SWEDEN</b>	BRITISH AIRWAYS PLC	S	11	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	8	10	
<b>GOTEBOG (LANDVETTER)</b>	SUN AIR OF SCANDINAVIA	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 GOTEBOG (LANDVETTER)</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>3</b>	<b>90.0</b>	<b>8</b>	<b>10</b>	
<b>STOCKHOLM (ARLANDA)</b>	JET2.COM 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	31	0.0	0	0	
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	12.5	50.0	31.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	15	66.7	13	18	
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	68	0	0	1.5	30.9	33.8	17.6	10.3	0.0	0.0	5.9	0.0	0.0	0.0	21	78.8	9	78	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>26.7</b>	<b>37.2</b>	<b>19.8</b>	<b>8.1</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>20</b>	<b>76.5</b>	<b>10</b>	<b>96</b>	
<b>TOTAL SWEDEN</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>28.6</b>	<b>37.8</b>	<b>18.4</b>	<b>7.1</b>	<b>2.0</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>77.8</b>	<b>10</b>	<b>106</b>	
<b>SWITZERLAND</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	61.1	24	34	
<b>BALE MULHOUSE</b>	EASYJET UK LTD	S	38	0	0	0.0	13.2	36.8	18.4	21.1	5.3	5.3	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL BALE MULHOUSE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.2</b>	<b>36.8</b>	<b>18.4</b>	<b>21.1</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>61.1</b>	<b>24</b>	<b>34</b>	
<b>GENEVA</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	79.3	11	140	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	14	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENEVA	EASYJET UK LTD	S	142	0	0	4.2	35.9	33.8	9.2	9.9	3.5	2.1	0.0	1.4	0.0	0.0	19	0.0	0	0	
GENEVA	JET2.COM LTD	S	50	0	2	0.0	19.2	53.8	9.6	5.8	7.7	0.0	0.0	0.0	0.0	3.8	13	84.8	7	46	
GENEVA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	31	75.0	24	16	
<b>TOTAL GENEVA</b>			<b>208</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>31.0</b>	<b>39.5</b>	<b>9.0</b>	<b>8.1</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>80.0</b>	<b>11</b>	<b>210</b>	
ZURICH	SWISS AIRLINES	S	124	0	2	0.0	12.7	48.4	19.8	14.3	3.2	0.0	0.0	0.0	0.0	1.6	16	73.8	11	126	
<b>TOTAL ZURICH</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>12.7</b>	<b>48.4</b>	<b>19.8</b>	<b>14.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>73.8</b>	<b>11</b>	<b>126</b>	
<b>TOTAL SWITZERLAND</b>			<b>370</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>23.0</b>	<b>42.2</b>	<b>13.6</b>	<b>11.5</b>	<b>4.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>76.1</b>	<b>12</b>	<b>370</b>	
<b>THAILAND</b>																					
PHUKET	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	30.0	20.0	10.0	10.0	10.0	20.0	0.0	0.0	0.0	81	50.0	23	4	
<b>TOTAL PHUKET</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>10.0</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>81</b>	<b>50.0</b>	<b>23</b>	<b>4</b>	
U-TAPAO	TUI AIRWAYS LTD	C	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	26	0.0	0	0	
<b>TOTAL U-TAPAO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL THAILAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>50.0</b>	<b>23</b>	<b>4</b>	
<b>TRINIDAD AND TOBAGO</b>																					
TOBAGO	THOMAS COOK AIRLINES LTD	S	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	5	
<b>TOTAL TOBAGO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>5</b>	
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>5</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	38.9	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	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	33	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>42.3</b>	<b>23.1</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</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>42.3</b>	<b>23.1</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	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	18	33.3	35	3	
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	28	0	1	3.4	17.2	44.8	24.1	3.4	0.0	0.0	3.4	0.0	0.0	3.4	18	85.0	8	20	
<b>TOTAL ANTALYA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>17</b>	<b>78.3</b>	<b>12</b>	<b>23</b>	
DALAMAN	THOMAS COOK AIRLINES 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	25	50.0	33	2	
<b>TOTAL DALAMAN</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>25</b>	<b>50.0</b>	<b>33</b>	<b>2</b>	
ISTANBUL ATATURK	THY TURKISH AIRLINES	S	123	0	1	3.2	22.6	34.7	21.8	11.3	4.8	0.0	0.8	0.0	0.0	0.8	18	41.9	24	124	
<b>TOTAL ISTANBUL ATATURK</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>22.6</b>	<b>34.7</b>	<b>21.8</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>41.9</b>	<b>24</b>	<b>124</b>	
<b>TOTAL TURKEY</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>21.1</b>	<b>36.7</b>	<b>22.9</b>	<b>10.2</b>	<b>3.6</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>47.7</b>	<b>22</b>	<b>149</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	122	0	1	7.3	32.5	37.4	10.6	8.1	2.4	0.0	0.8	0.0	0.0	0.8	12	76.8	10	124	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>32.5</b>	<b>37.4</b>	<b>10.6</b>	<b>8.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>76.8</b>	<b>10</b>	<b>124</b>	
DUBAI	EMIRATES	S	183	0	2	1.6	8.6	33.5	29.7	18.4	5.4	1.1	0.5	0.0	0.0	1.1	24	41.4	31	186	
DUBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DUBAI</b>			<b>185</b>	<b>0</b>	<b>2</b>	<b>2.1</b>	<b>8.6</b>	<b>33.7</b>	<b>29.4</b>	<b>18.2</b>	<b>5.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>24</b>	<b>41.4</b>	<b>31</b>	<b>186</b>	
DUBAI (WORLD CENTRAL)	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	2	
DUBAI (WORLD CENTRAL)	MALETH AERO	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
DUBAI (WORLD CENTRAL)	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>12</b>	<b>2</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>310</b>	<b>0</b>	<b>3</b>	<b>4.2</b>	<b>17.9</b>	<b>35.5</b>	<b>22.0</b>	<b>14.1</b>	<b>4.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>55.9</b>	<b>22</b>	<b>312</b>	
ABERDEEN	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	14	1	
ABERDEEN	FLYBE LTD	S	266	0	4	7.8	37.8	35.6	4.4	6.3	5.6	0.7	0.4	0.0	0.0	1.5	13	89.4	6	273	
<b>TOTAL ABERDEEN</b>			<b>266</b>	<b>0</b>	<b>4</b>	<b>7.8</b>	<b>37.8</b>	<b>35.6</b>	<b>4.4</b>	<b>6.3</b>	<b>5.6</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>89.4</b>	<b>6</b>	<b>274</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	338	0	6	2.0	36.9	44.5	5.5	4.7	4.4	0.3	0.0	0.0	0.0	1.7	10	86.7	7	353	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>338</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>36.9</b>	<b>44.5</b>	<b>5.5</b>	<b>4.7</b>	<b>4.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>86.7</b>	<b>7</b>	<b>353</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.5	10	154	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	222	0	2	3.1	48.2	21.4	8.0	12.9	2.2	0.0	3.1	0.0	0.0	0.9	17	0.0	0	0	
BELFAST INTERNATIONAL	RYANAIR	S	122	0	0	23.0	47.5	23.8	1.6	0.8	0.8	0.0	2.5	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>344</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>48.0</b>	<b>22.3</b>	<b>5.8</b>	<b>8.7</b>	<b>1.7</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>80.5</b>	<b>10</b>	<b>154</b>	
BIRMINGHAM	AER LINGUS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	AURIGNY AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
BRISTOL	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	2	1	
BRISTOL	ENTER AIR	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.7</b>	<b>12</b>	<b>3</b>	
CAMBRIDGE	BRITISH AIRWAYS PLC	S	11	0	1	25.0	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	8.3	8	70.0	19	10	
<b>TOTAL CAMBRIDGE</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>16.7</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>8.3</b>	<b>8</b>	<b>70.0</b>	<b>19</b>	<b>10</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>1</b>	
EDINBURGH	FLYBE LTD	S	156	0	2	5.7	35.4	44.3	7.0	3.8	1.3	1.3	0.0	0.0	0.0	1.3	8	86.1	9	180	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 EDINBURGH</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>35.4</b>	<b>44.3</b>	<b>7.0</b>	<b>3.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>8</b>	<b>86.1</b>	<b>9</b>	<b>180</b>
EXETER	FLYBE LTD	S	168	0	2	0.6	26.5	52.4	10.0	6.5	1.8	1.2	0.0	0.0	0.0	1.2	12	85.7	8	161
<b>TOTAL EXETER</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>0.6</b>	<b>26.5</b>	<b>52.4</b>	<b>10.0</b>	<b>6.5</b>	<b>1.8</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>85.7</b>	<b>8</b>	<b>161</b>
GATWICK	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>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
GLASGOW	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
GLASGOW	FLYBE LTD	S	103	0	2	5.7	41.9	28.6	11.4	5.7	3.8	1.0	0.0	0.0	0.0	1.9	11	76.7	10	132
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	66.0	26	46
<b>TOTAL GLASGOW</b>			<b>103</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>41.9</b>	<b>28.6</b>	<b>11.4</b>	<b>5.7</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>74.1</b>	<b>14</b>	<b>179</b>
GUERNSEY	AURIGNY AIR SERVICES	S	96	0	3	0.0	33.3	41.4	9.1	9.1	3.0	1.0	0.0	0.0	0.0	3.0	12	77.0	11	96
<b>TOTAL GUERNSEY</b>			<b>96</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>33.3</b>	<b>41.4</b>	<b>9.1</b>	<b>9.1</b>	<b>3.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>77.0</b>	<b>11</b>	<b>96</b>
HEATHROW	BRITISH AIRWAYS PLC	S	400	0	11	2.4	50.4	29.9	8.0	4.1	1.9	0.0	0.5	0.0	0.0	2.7	8	87.1	6	468
<b>TOTAL HEATHROW</b>			<b>400</b>	<b>0</b>	<b>11</b>	<b>2.4</b>	<b>50.4</b>	<b>29.9</b>	<b>8.0</b>	<b>4.1</b>	<b>1.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>87.1</b>	<b>6</b>	<b>468</b>
INVERNESS	LOGANAIR LTD	S	136	0	6	34.5	38.0	14.8	3.5	3.5	0.0	0.0	1.4	0.0	0.0	4.2	6	94.2	4	138
<b>TOTAL INVERNESS</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>34.5</b>	<b>38.0</b>	<b>14.8</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>6</b>	<b>94.2</b>	<b>4</b>	<b>138</b>
ISLE OF MAN	FLYBE LTD	S	272	0	12	5.6	33.8	39.4	9.2	6.0	1.4	0.4	0.0	0.0	0.0	4.2	9	84.4	7	281
ISLE OF MAN	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL ISLE OF MAN</b>			<b>272</b>	<b>0</b>	<b>12</b>	<b>5.6</b>	<b>33.8</b>	<b>39.4</b>	<b>9.2</b>	<b>6.0</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>9</b>	<b>84.5</b>	<b>7</b>	<b>282</b>
JERSEY	FLYBE LTD	S	38	0	0	0.0	34.2	57.9	5.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	11	28
<b>TOTAL JERSEY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>57.9</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>11</b>	<b>28</b>
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	62.5	42	8
<b>TOTAL LONDON CITY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>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>15</b>	<b>62.5</b>	<b>42</b>	<b>8</b>
NEWCASTLE	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	63	0	1	0.0	17.2	54.7	10.9	6.3	3.1	3.1	3.1	0.0	0.0	1.6	23	86.6	11	67
<b>TOTAL NEWQUAY</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.2</b>	<b>54.7</b>	<b>10.9</b>	<b>6.3</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>86.6</b>	<b>11</b>	<b>67</b>
NORWICH	LOGANAIR LTD	S	80	0	2	11.0	45.1	19.5	7.3	7.3	0.0	3.7	2.4	1.2	0.0	2.4	23	81.7	14	127
<b>TOTAL NORWICH</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>11.0</b>	<b>45.1</b>	<b>19.5</b>	<b>7.3</b>	<b>7.3</b>	<b>0.0</b>	<b>3.7</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>23</b>	<b>81.7</b>	<b>14</b>	<b>127</b>
PRESTWICK	AIRTANKER SERVICES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
PRESTWICK	JET2.COM LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
SOUTHAMPTON	FLYBE LTD	S	242	0	10	1.2	34.9	36.9	9.9	9.1	3.6	0.4	0.0	0.0	0.0	4.0	12	90.3	3	312
<b>TOTAL SOUTHAMPTON</b>			<b>242</b>	<b>0</b>	<b>10</b>	<b>1.2</b>	<b>34.9</b>	<b>36.9</b>	<b>9.9</b>	<b>9.1</b>	<b>3.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>12</b>	<b>90.3</b>	<b>3</b>	<b>312</b>
SOUTHEND	FLYBE LTD	S	24	0	4	0.0	32.1	42.9	0.0	3.6	0.0	7.1	0.0	0.0	0.0	14.3	15	91.9	4	136

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>SOUTHEND</b>	JOTA AVIATION LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>25</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>34.5</b>	<b>41.4</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.8</b>	<b>14</b>	<b>91.9</b>	<b>4</b>	<b>136</b>	
<b>STANSTED</b>	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	2	
<b>STANSTED</b>	THY TURKISH 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	98	0.0	0	0	
<b>TOTAL STANSTED</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>98</b>	<b>0.0</b>	<b>51</b>	<b>2</b>	
<b>STORNOWAY</b>	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.4	29	17	
<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>52.4</b>	<b>29</b>	<b>17</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2752</b>	<b>0</b>	<b>70</b>	<b>6.0</b>	<b>38.9</b>	<b>35.4</b>	<b>7.3</b>	<b>6.1</b>	<b>2.6</b>	<b>0.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>11</b>	<b>85.5</b>	<b>8</b>	<b>2999</b>	
<b>USA</b>																					
<b>ATLANTA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	11.5	19.2	42.3	7.7	7.7	11.5	0.0	0.0	0.0	0.0	0.0	19	86.2	12	29	
<b>TOTAL ATLANTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>42.3</b>	<b>7.7</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>86.2</b>	<b>12</b>	<b>29</b>	
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	20	16	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>62.5</b>	<b>20</b>	<b>16</b>	
<b>HOUSTON</b>	SINGAPORE AIRLINES	S	44	0	0	18.2	22.7	31.8	6.8	9.1	6.8	0.0	4.5	0.0	0.0	0.0	22	86.7	7	44	
<b>TOTAL HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>22.7</b>	<b>31.8</b>	<b>6.8</b>	<b>9.1</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>22</b>	<b>86.7</b>	<b>7</b>	<b>44</b>	
<b>NEW YORK (JF KENNEDY)</b>	THOMAS COOK AIRLINES LTD	S	28	0	0	3.6	7.1	42.9	25.0	10.7	3.6	3.6	3.6	0.0	0.0	0.0	32	65.5	49	26	
<b>NEW YORK (JF KENNEDY)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	3.8	26.9	34.6	11.5	3.8	7.7	7.7	3.8	0.0	0.0	0.0	34	69.0	20	27	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>16.7</b>	<b>38.9</b>	<b>18.5</b>	<b>7.4</b>	<b>5.6</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>67.2</b>	<b>34</b>	<b>53</b>	
<b>NEW YORK (NEWARK)</b>	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	68	100.0	10	1	
<b>NEW YORK (NEWARK)</b>	UNITED AIRLINES	S	62	0	0	17.7	38.7	12.9	8.1	9.7	6.5	3.2	3.2	0.0	0.0	0.0	25	87.1	6	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>38.1</b>	<b>12.7</b>	<b>7.9</b>	<b>9.5</b>	<b>7.9</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>87.3</b>	<b>6</b>	<b>61</b>	
<b>ORLANDO</b>	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	212	2	
<b>ORLANDO</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	12.5	25.0	32.1	10.7	12.5	3.6	0.0	1.8	1.8	0.0	0.0	26	81.3	11	48	
<b>TOTAL ORLANDO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>25.0</b>	<b>33.3</b>	<b>11.7</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>19</b>	<b>50</b>	
<b>PHILADELPHIA INTERNATIONAL</b>	AMERICAN AIRLINES	S	62	0	0	19.4	43.5	19.4	6.5	6.5	1.6	0.0	3.2	0.0	0.0	0.0	16	70.0	18	60	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>43.5</b>	<b>19.4</b>	<b>6.5</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.0</b>	<b>18</b>	<b>60</b>	
<b>TOTAL USA</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>29.1</b>	<b>27.8</b>	<b>10.0</b>	<b>8.7</b>	<b>5.5</b>	<b>1.6</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>77.1</b>	<b>17</b>	<b>313</b>	
<b>TOTAL MANCHESTER</b>			<b>13079</b>	<b>0</b>	<b>195</b>	<b>5.1</b>	<b>32.0</b>	<b>36.5</b>	<b>11.1</b>	<b>8.1</b>	<b>3.7</b>	<b>0.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>79.1</b>	<b>11</b>	<b>12889</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	25.0	12.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	54	75.0	13	8	
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</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>75.0</b>	<b>13</b>	<b>8</b>	
SALZBURG	TUI AIRWAYS LTD	S	7	0	0	0.0	42.9	14.3	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	36	100.0	3	8	
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</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>36</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>13.3</b>	<b>33.3</b>	<b>0.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>87.5</b>	<b>8</b>	<b>16</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	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	43	100.0	8	3	
<b>TOTAL BRIDGETOWN</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>43</b>	<b>100.0</b>	<b>8</b>	<b>3</b>	
<b>TOTAL BARBADOS</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>43</b>	<b>100.0</b>	<b>8</b>	<b>3</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	87	0	5	0.0	27.2	42.4	15.2	5.4	1.1	2.2	1.1	0.0	0.0	5.4	16	72.8	8	86	
<b>TOTAL BRUSSELS</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>27.2</b>	<b>42.4</b>	<b>15.2</b>	<b>5.4</b>	<b>1.1</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>16</b>	<b>72.8</b>	<b>8</b>	<b>86</b>	
<b>TOTAL BELGIUM</b>			<b>87</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>27.2</b>	<b>42.4</b>	<b>15.2</b>	<b>5.4</b>	<b>1.1</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>16</b>	<b>72.8</b>	<b>8</b>	<b>86</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	37.5	26	8	
<b>TOTAL SOFIA</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>6</b>	<b>37.5</b>	<b>26</b>	<b>8</b>	
<b>TOTAL BULGARIA</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>6</b>	<b>37.5</b>	<b>26</b>	<b>8</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	S	10	0	0	20.0	30.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	10	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	4	
<b>TOTAL PRAGUE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	10	
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>5</b>	<b>10</b>	
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>5</b>	<b>10</b>	
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL ENONTEKIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 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>10</b>	<b>1</b>	
<b>FRANCE</b>																					
GRENOBLE	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	35	75.0	15	8	
<b>TOTAL GRENOBLE</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>75.0</b>	<b>15</b>	<b>8</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MONTPELLIER	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL MONTPELLIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	177	0	0	5.6	37.3	41.8	6.8	5.1	2.8	0.0	0.6	0.0	0.0	0.0	9	76.3	9	152	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>37.3</b>	<b>41.8</b>	<b>6.8</b>	<b>5.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.3</b>	<b>9</b>	<b>152</b>	
TOULON / HYERES	VOLOTEA	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>36.0</b>	<b>42.3</b>	<b>7.9</b>	<b>4.8</b>	<b>2.6</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.2</b>	<b>9</b>	<b>160</b>	
<b>GERMANY</b>																					
BERLIN BRANDENBURG	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	11	18	
BERLIN BRANDENBURG	EASYJET UK LTD	S	18	0	0	0.0	27.8	33.3	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</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>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>11</b>	<b>18</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	48	0	0	0.0	37.5	35.4	4.2	14.6	8.3	0.0	0.0	0.0	0.0	0.0	16	19.0	34	40	
<b>TOTAL DUSSELDORF</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>35.4</b>	<b>4.2</b>	<b>14.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>19.0</b>	<b>34</b>	<b>40</b>	
<b>TOTAL GERMANY</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.8</b>	<b>34.8</b>	<b>9.1</b>	<b>15.2</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>38.3</b>	<b>27</b>	<b>58</b>	
<b>ICELAND</b>																					
AKUREYRI	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
AKUREYRI	TITAN AIRWAYS LTD	S	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL AKUREYRI</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>1</b>	<b>1</b>	
<b>TOTAL ICELAND</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>1</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	5	26	
<b>TOTAL CORK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
DUBLIN	AER LINGUS	S	64	0	0	4.7	70.3	17.2	4.7	0.0	3.1	0.0	0.0	0.0	0.0	0.0	4	93.5	3	62	
DUBLIN	RYANAIR	S	86	0	0	7.0	59.3	25.6	3.5	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4	86.2	6	116	
DUBLIN	STOBART AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL DUBLIN</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>64.0</b>	<b>22.0</b>	<b>4.0</b>	<b>2.7</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>4</b>	<b>88.8</b>	<b>5</b>	<b>179</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>64.0</b>	<b>22.0</b>	<b>4.0</b>	<b>2.7</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>4</b>	<b>88.8</b>	<b>5</b>	<b>205</b>	
<b>ITALY</b>																					
TURIN	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	13	8	
<b>TOTAL TURIN</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>4</b>	<b>87.5</b>	<b>13</b>	<b>8</b>	
<b>TOTAL ITALY</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>4</b>	<b>87.5</b>	<b>13</b>	<b>8</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	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	18	1	
<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>4</b>	<b>0.0</b>	<b>18</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 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>0.0</b>	<b>4</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
<b>MALTA</b>																					
MALTA	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	80.0	7	10
MALTA	EASYJET UK LTD	S	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	13	0.0	0	0
<b>TOTAL MALTA</b>			<b>9</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
<b>TOTAL MALTA</b>			<b>9</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
<b>NETHERLANDS</b>																					
AMSTERDAM	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	100.0	4	1
AMSTERDAM	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
AMSTERDAM	KLM	S	237	0	3	0.8	55.8	31.7	7.1	1.7	1.3	0.4	0.0	0.0	0.0	1.3	5	85.5	6	227	
<b>TOTAL AMSTERDAM</b>			<b>237</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>55.8</b>	<b>31.7</b>	<b>7.1</b>	<b>1.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>5</b>	<b>85.6</b>	<b>6</b>	<b>229</b>	
<b>TOTAL NETHERLANDS</b>			<b>237</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>55.8</b>	<b>31.7</b>	<b>7.1</b>	<b>1.7</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>5</b>	<b>85.6</b>	<b>6</b>	<b>229</b>	
<b>NORWAY</b>																					
STAVANGER	BMI REGIONAL	S	44	0	0	18.2	54.5	15.9	2.3	2.3	2.3	0.0	0.0	4.5	0.0	0.0	69	90.5	12	42	
<b>TOTAL STAVANGER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>54.5</b>	<b>15.9</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>90.5</b>	<b>12</b>	<b>42</b>	
<b>TOTAL NORWAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>54.5</b>	<b>15.9</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>90.5</b>	<b>12</b>	<b>42</b>	
<b>POLAND</b>																					
KRAKOW	JET2.COM LTD	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	100.0	5	4	
<b>TOTAL KRAKOW</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>100.0</b>	<b>5</b>	<b>4</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	10	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>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>0.0</b>	<b>5</b>	<b>88.9</b>	<b>10</b>	<b>18</b>	
WROCLAW	RYANAIR	S	18	0	0	11.1	27.8	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	16	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</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>10</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.8</b>	<b>42.3</b>	<b>15.4</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>9</b>	<b>89.5</b>	<b>8</b>	<b>38</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	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	72.2	8	18	
FARO	EASYJET UK LTD	S	18	0	0	16.7	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>8</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>72.2</b>	<b>8</b>	<b>18</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	4	10	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>SPAIN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	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	3	40
ALICANTE	EASYJET UK LTD	S	40	0	0	15.0	50.0	22.5	2.5	7.5	2.5	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
ALICANTE	JET2.COM LTD	S	28	0	0	7.1	46.4	39.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.9	4	33
ALICANTE	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
ALICANTE	RYANAIR	S	36	0	0	2.8	38.9	41.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	74.3	10	35
ALICANTE	TUI AIRWAYS LTD	S	10	0	0	0.0	40.0	30.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	32	90.0	4	10
<b>TOTAL ALICANTE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>44.7</b>	<b>33.3</b>	<b>7.0</b>	<b>4.4</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.1</b>	<b>6</b>	<b>119</b>
BARCELONA	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	90.9	5	22
BARCELONA	EASYJET UK LTD	S	22	0	0	4.5	36.4	36.4	9.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>36.4</b>	<b>36.4</b>	<b>9.1</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.9</b>	<b>5</b>	<b>22</b>
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	44.4	19	18
<b>TOTAL MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>44.4</b>	<b>19</b>	<b>18</b>
MALAGA	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	92.1	7	38
MALAGA	EASYJET UK LTD	S	36	0	0	16.7	61.1	16.7	2.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
MALAGA	JET2.COM LTD	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.0	3	20
MALAGA	RYANAIR	S	36	0	0	2.8	27.8	47.2	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	91.7	4	36
<b>TOTAL MALAGA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>43.6</b>	<b>33.3</b>	<b>7.7</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>92.6</b>	<b>5</b>	<b>94</b>
<b>TOTAL SPAIN</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>43.5</b>	<b>33.6</b>	<b>7.5</b>	<b>5.6</b>	<b>0.5</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>87.4</b>	<b>6</b>	<b>253</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	30	0	0	20.0	26.7	43.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	80.8	8	26
ARRECIFE	RYANAIR	S	18	0	0	11.1	22.2	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	15	18
ARRECIFE	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	33.3	33.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	18	70.0	29	10
ARRECIFE	TUI AIRWAYS LTD	S	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	6	8
<b>TOTAL ARRECIFE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>27.1</b>	<b>42.9</b>	<b>10.0</b>	<b>5.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.6</b>	<b>13</b>	<b>62</b>
FUERTEVENTURA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
FUERTEVENTURA	JET2.COM LTD	S	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	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	0	100.0	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>29</b>
LAS PALMAS	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	14	1
LAS PALMAS	JET2.COM LTD	S	18	0	0	5.6	27.8	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	93.8	5	16
LAS PALMAS	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	13	10
<b>TOTAL LAS PALMAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>53.8</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>0.0</b>	<b>9</b>	<b>81.5</b>	<b>8</b>	<b>27</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18
TENERIFE (SURREINA SOFIA)	EASYJET UK LTD	S	18	0	0	22.2	27.8	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	JET2.COM LTD	S	36	0	0	11.1	25.0	47.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	3	36
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	3.8	15.4	53.8	15.4	11.5	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	28
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	20
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	21	0	0	9.5	14.3	42.9	14.3	0.0	14.3	4.8	0.0	0.0	0.0	0.0	24	75.0	10	20
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>22.3</b>	<b>47.9</b>	<b>10.7</b>	<b>6.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.9</b>	<b>6</b>	<b>122</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>23.8</b>	<b>46.4</b>	<b>10.2</b>	<b>6.4</b>	<b>1.7</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>84.2</b>	<b>8</b>	<b>240</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	54
GENEVA	EASYJET UK LTD	S	54	0	0	0.0	37.0	50.0	7.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GENEVA	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	18	8
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>48.4</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>0.0</b>	<b>8</b>	<b>77.4</b>	<b>11</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>48.4</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>0.0</b>	<b>8</b>	<b>77.4</b>	<b>11</b>	<b>62</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	C	0	0	0	0.0	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
DUBAI	EMIRATES	S	62	0	0	1.6	21.0	38.7	30.6	6.5	0.0	0.0	1.6	0.0	0.0	0.0	15	67.7	23	62
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>38.7</b>	<b>30.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.3</b>	<b>22</b>	<b>63</b>
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>21.0</b>	<b>38.7</b>	<b>30.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.3</b>	<b>22</b>	<b>63</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
ABERDEEN	FLYBE LTD	S	138	0	23	8.1	26.7	27.3	9.3	6.2	6.2	1.2	0.6	0.0	0.0	14.3	17	60.2	21	122
<b>TOTAL ABERDEEN</b>			<b>138</b>	<b>0</b>	<b>23</b>	<b>8.1</b>	<b>26.7</b>	<b>27.3</b>	<b>9.3</b>	<b>6.2</b>	<b>6.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>17</b>	<b>60.4</b>	<b>21</b>	<b>123</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.5	7	156
BELFAST INTERNATIONAL	EASYJET UK LTD	S	153	0	0	0.7	50.3	33.3	12.4	2.6	0.0	0.7	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>50.3</b>	<b>33.3</b>	<b>12.4</b>	<b>2.6</b>	<b>0.0</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>86.5</b>	<b>7</b>	<b>156</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.8	8	106
BRISTOL	EASYJET UK LTD	S	108	0	2	4.5	55.5	24.5	9.1	2.7	0.0	1.8	0.0	0.0	0.0	1.8	8	0.0	0	0
BRISTOL	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BRISTOL</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>55.5</b>	<b>24.5</b>	<b>9.1</b>	<b>2.7</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>8</b>	<b>86.0</b>	<b>8</b>	<b>107</b>
CARDIFF WALES	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
CARDIFF WALES	EASTERN AIRWAYS	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
CARDIFF WALES	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
CARDIFF WALES	FLYBE LTD	S	45	0	20	20.0	10.8	30.8	4.6	1.5	1.5	0.0	0.0	0.0	0.0	30.8	7	77.5	10	75

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CARDIFF WALES</b>			<b>47</b>	<b>0</b>	<b>20</b>	<b>19.4</b>	<b>13.4</b>	<b>29.9</b>	<b>4.5</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.9</b>	<b>6</b>	<b>77.6</b>	<b>9</b>	<b>80</b>
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	406	0.0	0	0
<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>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>406</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	36	0	0	0.0	47.2	38.9	2.8	8.3	2.8	0.0	0.0	0.0	0.0	0.0	9	84.6	7	39
<b>TOTAL EXETER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.2</b>	<b>38.9</b>	<b>2.8</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>9</b>	<b>84.6</b>	<b>7</b>	<b>39</b>
HEATHROW	BRITISH AIRWAYS PLC	S	238	0	2	0.8	47.5	37.1	7.5	2.9	2.5	0.4	0.4	0.0	0.0	0.8	9	84.5	7	371
HEATHROW	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 HEATHROW</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>47.5</b>	<b>37.1</b>	<b>7.5</b>	<b>2.9</b>	<b>2.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>84.6</b>	<b>7</b>	<b>372</b>
HUMBERSIDE	EASTERN AIRWAYS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
HUMBERSIDE	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 HUMBERSIDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
ISLE OF MAN	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	54.5	28	44
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>54.5</b>	<b>28</b>	<b>44</b>
LONDON CITY	FLYBE LTD	S	79	0	3	0.0	34.1	30.5	14.6	12.2	3.7	1.2	0.0	0.0	0.0	3.7	16	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>79</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>34.1</b>	<b>30.5</b>	<b>14.6</b>	<b>12.2</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	EASTERN AIRWAYS	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	45	1
<b>TOTAL LUTON</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>45</b>	<b>1</b>
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3
MANCHESTER	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	60	1
MANCHESTER	JOTA AVIATION LTD	C	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>50.0</b>	<b>22</b>	<b>4</b>
NORWICH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
NORWICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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>4</b>	<b>2</b>
SOUTHAMPTON	FLYBE LTD	S	148	0	2	0.0	44.7	39.3	8.0	1.3	5.3	0.0	0.0	0.0	0.0	1.3	8	93.0	5	158
<b>TOTAL SOUTHAMPTON</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>44.7</b>	<b>39.3</b>	<b>8.0</b>	<b>1.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>8</b>	<b>93.0</b>	<b>5</b>	<b>158</b>
TEESSIDE INTERNATIONAL AIRPORT	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 TEESSIDE INTERNATIONAL AIRPORT</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>
<b>TOTAL UNITED KINGDOM</b>			<b>956</b>	<b>0</b>	<b>52</b>	<b>3.6</b>	<b>41.6</b>	<b>32.9</b>	<b>8.9</b>	<b>4.0</b>	<b>2.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>5.2</b>	<b>10</b>	<b>81.4</b>	<b>9</b>	<b>1087</b>
<b>USA</b>																				
NEW YORK (NEWARK)	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL NEW YORK (NEWARK)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NEWCASTLE</b>			<b>2449</b>	<b>0</b>	<b>60</b>	<b>4.8</b>	<b>40.7</b>	<b>35.3</b>	<b>9.1</b>	<b>4.7</b>	<b>2.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>11</b>	<b>81.5</b>	<b>9</b>	<b>2623</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	FLYBE LTD	S	24	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.1	8	28
<b>TOTAL BERGERAC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.1</b>	<b>8</b>	<b>28</b>
BORDEAUX	FLYBE LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	2
<b>TOTAL BORDEAUX</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>38</b>	<b>2</b>
CHAMBERY	FLYBE LTD	C	8	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	30.0	29	10
CHAMBERY	FLYBE LTD	S	16	0	0	6.3	25.0	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	28	24
<b>TOTAL CHAMBERY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>16.7</b>	<b>25.0</b>	<b>29.2</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>55.9</b>	<b>28</b>	<b>34</b>
LA ROCHELLE	FLYBE LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	200	1
<b>TOTAL LA ROCHELLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>200</b>	<b>1</b>
LIMOGES	FLYBE LTD	S	4	0	2	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	65	100.0	7	2
<b>TOTAL LIMOGES</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>65</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
LYON	FLYBE LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	10	10
<b>TOTAL LYON</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>6</b>	<b>70.0</b>	<b>10</b>	<b>10</b>
NANTES	FLYBE LTD	S	20	0	0	0.0	15.0	45.0	15.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	88.9	8	27
<b>TOTAL NANTES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>45.0</b>	<b>15.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>8</b>	<b>27</b>
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	84	0	0	1.2	45.2	39.3	7.1	6.0	1.2	0.0	0.0	0.0	0.0	0.0	7	96.2	2	105
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>45.2</b>	<b>39.3</b>	<b>7.1</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>96.2</b>	<b>2</b>	<b>105</b>
RENNES	FLYBE LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
<b>TOTAL RENNES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>37.6</b>	<b>37.1</b>	<b>10.6</b>	<b>9.4</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>84.4</b>	<b>9</b>	<b>211</b>
<b>GERMANY</b>																				
DUSSELDORF	FLYBE LTD	S	39	0	0	5.1	33.3	43.6	7.7	10.3	0.0	0.0	0.0	0.0	0.0	0.0	8	76.7	8	42
<b>TOTAL DUSSELDORF</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>33.3</b>	<b>43.6</b>	<b>7.7</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.7</b>	<b>8</b>	<b>42</b>
HAMBURG	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	36	0.0	0	0
<b>TOTAL HAMBURG</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>
MUNICH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.9	32	91
<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>43.9</b>	<b>32</b>	<b>91</b>
<b>TOTAL GERMANY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>32.5</b>	<b>42.5</b>	<b>7.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>53.9</b>	<b>25</b>	<b>133</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	18	0	0	27.8	44.4	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.5	12	33
<b>TOTAL CORK</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>3</b>	<b>73.5</b>	<b>12</b>	<b>33</b>
DUBLIN	FLYBE LTD	S	170	0	0	5.9	45.9	39.4	2.4	3.5	2.9	0.0	0.0	0.0	0.0	0.0	6	89.8	7	175
<b>TOTAL DUBLIN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>45.9</b>	<b>39.4</b>	<b>2.4</b>	<b>3.5</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>6</b>	<b>89.8</b>	<b>7</b>	<b>175</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>45.7</b>	<b>38.3</b>	<b>2.1</b>	<b>3.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>87.1</b>	<b>8</b>	<b>208</b>
<b>NETHERLANDS</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>AMSTERDAM</b>	FLYBE LTD	S	187	0	2	0.0	31.2	51.9	7.9	3.7	3.2	0.5	0.5	0.0	0.0	1.1	10	88.3	9	203
<b>AMSTERDAM</b>	KLM	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>AMSTERDAM</b>	KLM CITYHOPPER	S	58	0	0	0.0	44.8	48.3	0.0	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	84.8	7	92
<b>TOTAL AMSTERDAM</b>			<b>245</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>33.9</b>	<b>50.2</b>	<b>6.0</b>	<b>3.6</b>	<b>3.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>84.4</b>	<b>8</b>	<b>295</b>
<b>TOTAL NETHERLANDS</b>			<b>245</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>33.9</b>	<b>50.2</b>	<b>6.0</b>	<b>3.6</b>	<b>3.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>84.4</b>	<b>8</b>	<b>295</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	FLYBE LTD	S	18	0	0	5.6	16.7	33.3	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	94.4	2	18
<b>TOTAL ALICANTE</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>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>94.4</b>	<b>2</b>	<b>18</b>
<b>TOTAL SPAIN</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>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>94.4</b>	<b>2</b>	<b>18</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</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	86.4	7	22
<b>GENEVA</b>	EASYJET SWITZERLAND	S	28	0	0	3.6	67.9	25.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
<b>GENEVA</b>	FLYBE LTD	S	24	0	0	0.0	37.5	50.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	12	26
<b>TOTAL GENEVA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>53.8</b>	<b>36.5</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.7</b>	<b>9</b>	<b>52</b>
<b>TOTAL SWITZERLAND</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>53.8</b>	<b>36.5</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.7</b>	<b>9</b>	<b>52</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	FLYBE 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	2	69.6	22	92
<b>TOTAL ABERDEEN</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>2</b>	<b>69.6</b>	<b>22</b>	<b>92</b>
<b>ALDERNEY</b>	AURIGNY AIR SERVICES	S	126	0	8	14.9	50.0	19.4	3.7	3.0	0.0	2.2	0.7	0.0	0.0	6.0	9	65.0	34	120
<b>TOTAL ALDERNEY</b>			<b>126</b>	<b>0</b>	<b>8</b>	<b>14.9</b>	<b>50.0</b>	<b>19.4</b>	<b>3.7</b>	<b>3.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>9</b>	<b>65.0</b>	<b>34</b>	<b>120</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	134	0	0	6.0	44.0	35.1	6.7	3.7	4.5	0.0	0.0	0.0	0.0	0.0	8	90.9	6	160
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>44.0</b>	<b>35.1</b>	<b>6.7</b>	<b>3.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.9</b>	<b>6</b>	<b>160</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>EAST MIDLANDS INTERNATIONAL</b>	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>EDINBURGH</b>	FLYBE LTD	S	242	0	2	9.0	54.1	19.7	7.4	2.9	4.9	0.8	0.4	0.0	0.0	0.8	10	85.2	9	243
<b>TOTAL EDINBURGH</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>9.0</b>	<b>54.1</b>	<b>19.7</b>	<b>7.4</b>	<b>2.9</b>	<b>4.9</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>85.2</b>	<b>9</b>	<b>243</b>
<b>EXETER</b>	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
<b>TOTAL EXETER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GLASGOW</b>	FLYBE LTD	S	242	0	2	8.6	59.4	21.3	2.0	4.9	1.2	1.6	0.0	0.0	0.0	0.8	6	85.7	8	208
<b>TOTAL GLASGOW</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>59.4</b>	<b>21.3</b>	<b>2.0</b>	<b>4.9</b>	<b>1.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>85.7</b>	<b>8</b>	<b>208</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>GUERNSEY</b>	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.0	26	159

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GUERNSEY	FLYBE LTD	S	116	0	0	3.4	63.8	19.0	5.2	4.3	1.7	2.6	0.0	0.0	0.0	0.0	9	7.7	0	1
<b>TOTAL GUERNSEY</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>63.8</b>	<b>19.0</b>	<b>5.2</b>	<b>4.3</b>	<b>1.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.8</b>	<b>26</b>	<b>161</b>
JERSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2
JERSEY	FLYBE LTD	S	241	0	7	3.2	49.6	30.2	5.6	4.0	4.0	0.4	0.0	0.0	0.0	2.8	9	72.3	16	274
<b>TOTAL JERSEY</b>			<b>241</b>	<b>0</b>	<b>7</b>	<b>3.2</b>	<b>49.6</b>	<b>30.2</b>	<b>5.6</b>	<b>4.0</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>9</b>	<b>72.1</b>	<b>16</b>	<b>276</b>
LEEDS BRADFORD	EASTERN AIRWAYS	S	2	0	92	1.1	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	0	0.0	0	0
LEEDS BRADFORD	FLYBE LTD	S	88	0	2	5.6	55.6	27.8	1.1	3.3	2.2	1.1	1.1	0.0	0.0	2.2	11	51.3	17	53
<b>TOTAL LEEDS BRADFORD</b>			<b>90</b>	<b>0</b>	<b>94</b>	<b>3.3</b>	<b>27.7</b>	<b>13.6</b>	<b>0.5</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>51.1</b>	<b>11</b>	<b>51.3</b>	<b>17</b>	<b>53</b>
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LONDON CITY	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97	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>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>97</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	FLYBE LTD	S	243	0	9	2.0	42.1	29.0	9.5	9.5	4.0	0.4	0.0	0.0	0.0	3.6	12	91.5	3	312
<b>TOTAL MANCHESTER</b>			<b>243</b>	<b>0</b>	<b>9</b>	<b>2.0</b>	<b>42.1</b>	<b>29.0</b>	<b>9.5</b>	<b>9.5</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>12</b>	<b>91.5</b>	<b>3</b>	<b>312</b>
NEWCASTLE	FLYBE LTD	S	148	0	2	3.3	46.7	36.0	6.0	3.3	3.3	0.0	0.0	0.0	0.0	1.3	8	94.9	4	158
<b>TOTAL NEWCASTLE</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>46.7</b>	<b>36.0</b>	<b>6.0</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>1.3</b>	<b>8</b>	<b>94.9</b>	<b>4</b>	<b>158</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1596</b>	<b>0</b>	<b>124</b>	<b>5.8</b>	<b>48.3</b>	<b>24.8</b>	<b>5.5</b>	<b>4.4</b>	<b>3.0</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>9</b>	<b>80.8</b>	<b>12</b>	<b>1783</b>
<b>TOTAL SOUTHAMPTON</b>			<b>2307</b>	<b>0</b>	<b>132</b>	<b>5.0</b>	<b>45.5</b>	<b>29.9</b>	<b>5.8</b>	<b>4.6</b>	<b>2.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>9</b>	<b>80.7</b>	<b>12</b>	<b>2700</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: SOUTHEND (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	50.0	34	4	
VIENNA	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	83.3	94	12	
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>79</b>	<b>16</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>79</b>	<b>16</b>	
<b>BELGIUM</b>																					
ANTWERP	STOBART AIR	S	30	0	0	0.0	40.0	26.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>26.7</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>26.7</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET UK LTD	S	18	0	0	11.1	50.0	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET UK LTD	S	34	0	0	8.8	55.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
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	87.5	6	16	
PRAGUE	STOBART AIR	S	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	90.6	9	32	
<b>TOTAL PRAGUE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>52.4</b>	<b>31.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.6</b>	<b>8</b>	<b>48</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>52.4</b>	<b>31.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.6</b>	<b>8</b>	<b>48</b>	
<b>DENMARK</b>																					
KARUP	DANISH AIR TRANSPORT	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL KARUP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CAEN	STOBART AIR	S	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL CAEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	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	8	
LYON	STOBART AIR	S	38	0	0	5.3	31.6	47.4	10.5	2.6	2.6	0.0	0.0	0.0	0.0	0.0	8	50.0	31	4	
<b>TOTAL LYON</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>47.4</b>	<b>10.5</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>10</b>	<b>12</b>	
PARIS (CHARLES DE GAULLE)	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	88.5	6	26	
PARIS (CHARLES DE GAULLE)	EASYJET UK LTD	S	22	0	0	0.0	59.1	13.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>59.1</b>	<b>13.6</b>	<b>27.3</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>88.5</b>	<b>6</b>	<b>26</b>	
PARIS (ORLY)	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	7	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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
RENNES	EASYJET UK LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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	
RENNES	STOBART AIR	S	45	0	0	11.1	48.9	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	96.3	2	80	
<b>TOTAL RENNES</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>50.0</b>	<b>26.1</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.3</b>	<b>2</b>	<b>80</b>	
<b>TOTAL FRANCE</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>46.4</b>	<b>31.3</b>	<b>11.6</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>0.0</b>	<b>6</b>	<b>93.3</b>	<b>4</b>	<b>119</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	100.0	0	2	
COLOGNE BONN	STOBART AIR	S	30	0	0	0.0	26.7	40.0	13.3	13.3	3.3	3.3	0.0	0.0	0.0	0.0	19	96.2	57	26	
<b>TOTAL COLOGNE BONN</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>40.0</b>	<b>13.3</b>	<b>13.3</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>19</b>	<b>96.4</b>	<b>53</b>	<b>28</b>	
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2	
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>	
PADERBORN	ADRIA AIRWAYS	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PADERBORN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.3</b>	<b>50</b>	<b>30</b>	
<b>HUNGARY</b>																					
BUDAPEST	EASYJET UK LTD	S	16	0	0	0.0	62.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
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	100.0	8	2	
BUDAPEST	STOBART AIR	S	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	8	75.0	8	12	
<b>TOTAL BUDAPEST</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>59.1</b>	<b>31.8</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.6</b>	<b>8</b>	<b>14</b>	
<b>TOTAL HUNGARY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>59.1</b>	<b>31.8</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.6</b>	<b>8</b>	<b>14</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
DUBLIN	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	53	2	
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	0.0	0	89.5	79	19	
DUBLIN	STOBART AIR	S	111	0	0	13.5	56.8	18.0	4.5	5.4	0.9	0.9	0.0	0.0	0.0	0.0	6	82.6	35	108	
<b>TOTAL DUBLIN</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>56.8</b>	<b>18.0</b>	<b>4.5</b>	<b>5.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.2</b>	<b>42</b>	<b>130</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>56.8</b>	<b>18.0</b>	<b>4.5</b>	<b>5.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.2</b>	<b>42</b>	<b>130</b>	
<b>ITALY</b>																					
CATANIA (FONTANAROSSA)	AIR MALTA	S	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	21	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</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>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FLORENCE	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL FLORENCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	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	1	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALTA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	7	16	
MALTA	EASYJET UK LTD	S	18	0	0	16.7	50.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL MALTA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>50.0</b>	<b>22.7</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
<b>TOTAL MALTA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>50.0</b>	<b>22.7</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>81.3</b>	<b>7</b>	<b>16</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	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	90.4	8	114	
AMSTERDAM	EASYJET UK LTD	S	122	0	0	6.6	63.9	19.7	4.1	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
AMSTERDAM	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	73	0.0	0	0	
AMSTERDAM	KLM CITYHOPPER	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
<b>TOTAL AMSTERDAM</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>63.5</b>	<b>19.0</b>	<b>4.8</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.4</b>	<b>8</b>	<b>115</b>	
GRONINGEN	STOBART AIR	S	105	1	3	4.6	48.6	27.5	5.5	6.4	1.8	1.8	0.0	0.0	0.9	2.8	10	84.6	6	52	
<b>TOTAL GRONINGEN</b>			<b>105</b>	<b>1</b>	<b>3</b>	<b>4.6</b>	<b>48.6</b>	<b>27.5</b>	<b>5.5</b>	<b>6.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>2.8</b>	<b>10</b>	<b>84.6</b>	<b>6</b>	<b>52</b>	
<b>TOTAL NETHERLANDS</b>			<b>231</b>	<b>1</b>	<b>3</b>	<b>5.5</b>	<b>56.6</b>	<b>23.0</b>	<b>5.1</b>	<b>6.0</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>1.3</b>	<b>7</b>	<b>88.6</b>	<b>7</b>	<b>167</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	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	1	20	
FARO	EASYJET UK LTD	S	20	0	0	30.0	55.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL FARO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>55.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>20</b>	
<b>TOTAL PORTUGAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>55.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>20</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	30	
ALICANTE	EASYJET UK LTD	S	32	0	0	21.9	53.1	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>53.1</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>2</b>	<b>90.0</b>	<b>5</b>	<b>30</b>	
BARCELONA	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	18	
BARCELONA	EASYJET UK LTD	S	18	0	0	16.7	55.6	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL BARCELONA</b>			<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>18</b>	
IBIZA	BA CITYFLYER LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL IBIZA</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>	
MALAGA	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	91.7	6	24	
MALAGA	EASYJET UK LTD	S	35	1	0	27.8	58.3	8.3	2.8	0.0	0.0	0.0	0.0	0.0	2.8	0.0	1	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>27.8</b>	<b>58.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>1</b>	<b>91.7</b>	<b>6</b>	<b>24</b>	
MURCIA INTERNATIONAL	EASYJET UK LTD	S	10	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	EASYJET UK LTD	S	8	0	0	37.5	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>26.7</b>	<b>54.3</b>	<b>11.4</b>	<b>3.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>3</b>	<b>93.1</b>	<b>4</b>	<b>72</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
<b>ARRECIFE</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	94.4	4	18
<b>ARRECIFE</b>	EASYJET UK LTD	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TENERIFE (SURREINA SOFIA)</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	94.4	3	18
<b>TENERIFE (SURREINA SOFIA)</b>	EASYJET UK 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	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>47.1</b>	<b>32.4</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>0.0</b>	<b>2</b>	<b>94.4</b>	<b>3</b>	<b>36</b>
<b>GOTEBORG (LANDVETTER)</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
<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>0.0</b>	<b>30</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>0.0</b>	<b>30</b>	<b>1</b>
<b>SWITZERLAND</b>																				
<b>GENEVA</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	86.4	7	66
<b>GENEVA</b>	EASYJET UK LTD	S	58	0	0	17.2	51.7	25.9	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL GENEVA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>51.7</b>	<b>25.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.4</b>	<b>7</b>	<b>66</b>
<b>TOTAL SWITZERLAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>51.7</b>	<b>25.9</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>86.4</b>	<b>7</b>	<b>66</b>
<b>UNITED KINGDOM</b>																				
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	1
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>EDINBURGH</b>	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>EXETER</b>	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL EXETER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GLASGOW</b>	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
<b>GLASGOW</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
<b>GLASGOW</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	88.9	6	54
<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>89.8</b>	<b>5</b>	<b>59</b>
<b>LONDON CITY</b>	KLM CITYHOPPER	S	0	0	0	0.0	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 LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>
<b>MANCHESTER</b>	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER	FLYBE LTD	S	0	0	0	0.0	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
MANCHESTER	STOBART AIR	S	24	0	4	0.0	42.9	32.1	0.0	3.6	0.0	7.1	0.0	0.0	0.0	14.3	13	94.0	3	132
<b>TOTAL MANCHESTER</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>42.9</b>	<b>32.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>13</b>	<b>93.4</b>	<b>3</b>	<b>136</b>
NEWCASTLE	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	38	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>35.3</b>	<b>35.3</b>	<b>2.9</b>	<b>8.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>15</b>	<b>92.5</b>	<b>4</b>	<b>198</b>
<b>TOTAL SOUTHEND</b>			<b>877</b>	<b>2</b>	<b>7</b>	<b>10.5</b>	<b>51.2</b>	<b>24.4</b>	<b>6.1</b>	<b>5.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.8</b>	<b>6</b>	<b>89.5</b>	<b>13</b>	<b>934</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
TIRANA	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	25.0	21	4
<b>TOTAL TIRANA</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>1</b>	<b>25.0</b>	<b>21</b>	<b>4</b>
<b>TOTAL ALBANIA</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>1</b>	<b>25.0</b>	<b>21</b>	<b>4</b>
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	7	0	0	0.0	57.1	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	42.9	56	7
INNSBRUCK	LAUDA MOTION GMBH	S	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	0.0	32	0.0	0	0
INNSBRUCK	TUI AIRWAYS LTD	C	7	0	0	14.3	0.0	71.4	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	27	75.0	10	8
<b>TOTAL INNSBRUCK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.7</b>	<b>36.4</b>	<b>9.1</b>	<b>13.6</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.0</b>	<b>32</b>	<b>15</b>
LINZ	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	55.0	16	20
LINZ	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	98	0.0	0	0
<b>TOTAL LINZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98</b>	<b>55.0</b>	<b>16</b>	<b>20</b>
SALZBURG	EUROWINGS LUFTVERKEHRS	S	16	0	0	0.0	31.3	37.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	86.1	6	36
SALZBURG	JET2.COM LTD	S	18	0	0	5.6	55.6	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	12	24
SALZBURG	RYANAIR	S	50	0	0	0.0	20.0	58.0	16.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	82.7	9	52
SALZBURG	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	57.1	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	49	87.5	5	8
<b>TOTAL SALZBURG</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>28.6</b>	<b>48.4</b>	<b>13.2</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.2</b>	<b>9</b>	<b>120</b>
VIENNA	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.9	30	53
VIENNA	LAUDA MOTION GMBH	S	122	0	0	0.0	10.7	45.1	28.7	13.1	2.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL VIENNA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>45.1</b>	<b>28.7</b>	<b>13.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>38.9</b>	<b>30</b>	<b>53</b>
<b>TOTAL AUSTRIA</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>19.0</b>	<b>45.1</b>	<b>20.7</b>	<b>10.5</b>	<b>2.1</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>67.9</b>	<b>16</b>	<b>208</b>
<b>BULGARIA</b>																					
PLOVDIV	RYANAIR	S	28	0	0	14.3	32.1	50.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	7	31
<b>TOTAL PLOVDIV</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>32.1</b>	<b>50.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.3</b>	<b>7</b>	<b>31</b>
SOFIA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18
SOFIA	RYANAIR	S	136	0	0	2.9	25.7	55.9	8.8	5.9	0.7	0.0	0.0	0.0	0.0	0.0	0.0	8	82.1	10	117
<b>TOTAL SOFIA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>25.7</b>	<b>55.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.7</b>	<b>9</b>	<b>135</b>
<b>TOTAL BULGARIA</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>26.8</b>	<b>54.9</b>	<b>7.9</b>	<b>4.9</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>8</b>	<b>84.9</b>	<b>9</b>	<b>166</b>
<b>CYPRUS</b>																					
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	0.0	0	75.0	9	44
LARNACA	JET2.COM LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL LARNACA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>9</b>	<b>44</b>
PAPHOS	JET2.COM LTD	S	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	7	18
PAPHOS	RYANAIR	S	64	0	0	9.4	32.8	37.5	10.9	4.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	15	64
PAPHOS	TUI AIRWAYS 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	100.0	0	2

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 PAPHOS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>34.7</b>	<b>37.3</b>	<b>10.7</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.9</b>	<b>13</b>	<b>84</b>	
<b>TOTAL CYPRUS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>32.9</b>	<b>38.0</b>	<b>12.7</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>9</b>	<b>70.3</b>	<b>11</b>	<b>128</b>	
<b>CZECH REPUBLIC</b>																					
<b>BRNO (TURANY)</b>	RYANAIR	S	42	0	0	0.0	16.7	40.5	23.8	9.5	2.4	4.8	2.4	0.0	0.0	0.0	26	61.4	15	44	
<b>TOTAL BRNO (TURANY)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>40.5</b>	<b>23.8</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>61.4</b>	<b>15</b>	<b>44</b>	
<b>OSTRAVA</b>	RYANAIR	S	36	0	0	0.0	33.3	33.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	73.5	12	34	
<b>TOTAL OSTRAVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.5</b>	<b>12</b>	<b>34</b>	
<b>PARDUBICE</b>	RYANAIR	S	26	0	0	3.8	42.3	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	11	26	
<b>TOTAL PARDUBICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>PRAGUE</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	83.8	9	80	
<b>PRAGUE</b>	EASYJET UK LTD	S	62	0	0	8.1	50.0	19.4	4.8	8.1	4.8	3.2	1.6	0.0	0.0	0.0	17	0.0	0	0	
<b>PRAGUE</b>	RYANAIR	S	152	0	0	14.5	29.6	36.2	9.2	5.9	4.6	0.0	0.0	0.0	0.0	0.0	10	70.9	12	148	
<b>TOTAL PRAGUE</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>35.5</b>	<b>31.3</b>	<b>7.9</b>	<b>6.5</b>	<b>4.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.4</b>	<b>11</b>	<b>228</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>318</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>33.3</b>	<b>34.0</b>	<b>11.0</b>	<b>6.6</b>	<b>4.4</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.5</b>	<b>12</b>	<b>332</b>	
<b>DENMARK</b>																					
<b>AALBORG</b>	RYANAIR	S	34	0	0	0.0	50.0	35.3	8.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	91.2	6	34	
<b>TOTAL AALBORG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.3</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.2</b>	<b>6</b>	<b>34</b>	
<b>AARHUS (TIRSTRUP)</b>	RYANAIR	S	44	0	0	9.1	29.5	43.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	59.1	17	44	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>29.5</b>	<b>43.2</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>59.1</b>	<b>17</b>	<b>44</b>	
<b>BILLUND</b>	RYANAIR	S	121	0	0	14.9	35.5	24.0	11.6	9.1	3.3	0.0	1.7	0.0	0.0	0.0	14	74.6	10	121	
<b>TOTAL BILLUND</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>35.5</b>	<b>24.0</b>	<b>11.6</b>	<b>9.1</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>14</b>	<b>74.6</b>	<b>10</b>	<b>121</b>	
<b>COPENHAGEN</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>COPENHAGEN</b>	RYANAIR	S	155	0	0	20.0	26.5	36.1	8.4	7.7	1.3	0.0	0.0	0.0	0.0	0.0	8	76.9	11	156	
<b>COPENHAGEN</b>	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL COPENHAGEN</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>26.5</b>	<b>36.1</b>	<b>8.4</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>0.0</b>	<b>8</b>	<b>77.4</b>	<b>11</b>	<b>159</b>	
<b>TOTAL DENMARK</b>			<b>354</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>32.2</b>	<b>32.8</b>	<b>10.2</b>	<b>7.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.5</b>	<b>11</b>	<b>358</b>	
<b>EGYPT</b>																					
<b>HURGHADA</b>	EASYJET UK LTD	S	17	0	1	5.6	33.3	16.7	11.1	16.7	5.6	0.0	5.6	0.0	0.0	5.6	30	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ESTONIA</b>																					
<b>TALLIN</b>	RYANAIR	S	38	0	0	0.0	15.8	55.3	18.4	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	72.5	9	40	
<b>TOTAL TALLIN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.8</b>	<b>55.3</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>12</b>	<b>72.5</b>	<b>9</b>	<b>40</b>	
<b>TOTAL ESTONIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.8</b>	<b>55.3</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>12</b>	<b>72.5</b>	<b>9</b>	<b>40</b>	
<b>FRANCE</b>																					
<b>BERGERAC</b>	RYANAIR	S	29	0	0	17.2	24.1	44.8	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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>29</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>24.1</b>	<b>44.8</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>0.0</b>	<b>7</b>	<b>75.0</b>	<b>11</b>	<b>28</b>	
BIARRITZ	RYANAIR	S	30	0	0	0.0	26.7	60.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	10	63.3	15	30	
<b>TOTAL BIARRITZ</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>60.0</b>	<b>0.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.3</b>	<b>15</b>	<b>30</b>	
BORDEAUX	RYANAIR	S	46	0	0	0.0	32.6	52.2	8.7	4.3	2.2	0.0	0.0	0.0	0.0	0.0	9	87.2	8	47	
<b>TOTAL BORDEAUX</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.6</b>	<b>52.2</b>	<b>8.7</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.2</b>	<b>8</b>	<b>47</b>	
CARCASSONNE	RYANAIR	S	24	0	0	4.2	25.0	45.8	8.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	20	27	
<b>TOTAL CARCASSONNE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>45.8</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>20</b>	<b>27</b>	
CHAMBERY	BA CITYFLYER LTD	S	16	0	0	0.0	18.8	31.3	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	26	43.8	28	16	
CHAMBERY	TITAN AIRWAYS LTD	C	16	0	0	6.3	18.8	56.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	47.4	32	19	
<b>TOTAL CHAMBERY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>18.8</b>	<b>43.8</b>	<b>18.8</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>17</b>	<b>45.7</b>	<b>30</b>	<b>35</b>	
DINARD	RYANAIR	S	24	0	0	4.2	66.7	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	4	30	
<b>TOTAL DINARD</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>66.7</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>96.7</b>	<b>4</b>	<b>30</b>	
DOLE	RYANAIR	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	14	0.0	0	0	
<b>TOTAL DOLE</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
GRENOBLE	EASYJET UK LTD	S	16	0	0	18.8	43.8	6.3	6.3	6.3	18.8	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
GRENOBLE	JET2.COM LTD	S	8	0	0	0.0	50.0	25.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	21	50.0	13	8	
GRENOBLE	RYANAIR	S	30	0	0	16.7	23.3	36.7	6.7	10.0	3.3	3.3	0.0	0.0	0.0	0.0	15	63.3	21	30	
GRENOBLE	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	49	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>32.7</b>	<b>25.5</b>	<b>5.5</b>	<b>10.9</b>	<b>7.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.8</b>	<b>16</b>	<b>48</b>	
LA ROCHELLE	RYANAIR	S	16	0	0	0.0	25.0	31.3	12.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	10	16	
<b>TOTAL LA ROCHELLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>12.5</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>19</b>	<b>87.5</b>	<b>10</b>	<b>16</b>	
LIMOGES	RYANAIR	S	33	0	0	0.0	42.4	36.4	9.1	9.1	3.0	0.0	0.0	0.0	0.0	0.0	11	58.3	20	36	
<b>TOTAL LIMOGES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.4</b>	<b>36.4</b>	<b>9.1</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>58.3</b>	<b>20</b>	<b>36</b>	
LYON	EASYJET UK LTD	S	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
LYON	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	5	87.5	5	8	
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
MARSEILLE	RYANAIR	S	62	0	0	1.6	27.4	54.8	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	7	62	
<b>TOTAL MARSEILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>54.8</b>	<b>6.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.9</b>	<b>7</b>	<b>62</b>	
NANTES	RYANAIR	S	34	0	1	0.0	17.1	37.1	34.3	5.7	2.9	0.0	0.0	0.0	0.0	2.9	15	0.0	0	0	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.1</b>	<b>37.1</b>	<b>34.3</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>2.9</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	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	88.5	26	26	
NICE	EASYJET UK LTD	S	24	0	0	12.5	29.2	33.3	12.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
NICE	RYANAIR	S	62	0	0	3.2	25.8	51.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	56.7	25	60	
<b>TOTAL NICE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>26.7</b>	<b>46.5</b>	<b>12.8</b>	<b>7.0</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>9</b>	<b>66.3</b>	<b>25</b>	<b>86</b>	
NIMES	RYANAIR	S	16	0	0	0.0	43.8	31.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 NIMES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (ORLY)	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
<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>100.0</b>	<b>0</b>	<b>1</b>
PAU	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	20	1
<b>TOTAL PAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
POITIERS	RYANAIR	S	22	0	0	9.1	40.9	31.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.1	15	18
<b>TOTAL POITIERS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>31.8</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>5</b>	<b>61.1</b>	<b>15</b>	<b>18</b>
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	20	0	0	10.0	45.0	25.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	20	94.7	4	19
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>25.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>94.7</b>	<b>4</b>	<b>19</b>
TOULOUSE (BLAGNAC)	RYANAIR	S	124	0	0	0.8	34.7	39.5	11.3	12.9	0.8	0.0	0.0	0.0	0.0	0.0	11	73.0	16	122
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>34.7</b>	<b>39.5</b>	<b>11.3</b>	<b>12.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>73.0</b>	<b>16</b>	<b>122</b>
TOURS	RYANAIR	S	16	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	2	16
<b>TOTAL TOURS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
<b>TOTAL FRANCE</b>			<b>695</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>32.6</b>	<b>41.5</b>	<b>11.1</b>	<b>8.5</b>	<b>1.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>11</b>	<b>73.7</b>	<b>15</b>	<b>630</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	BA CITYFLYER 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	23	50.0	38	8
<b>TOTAL BERLIN (TEGEL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>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>23</b>	<b>50.0</b>	<b>38</b>	<b>8</b>
BERLIN BRANDENBURG	RYANAIR	S	238	0	3	6.6	25.3	39.8	12.9	11.6	1.7	0.0	0.8	0.0	0.0	1.2	14	71.8	13	216
<b>TOTAL BERLIN BRANDENBURG</b>			<b>238</b>	<b>0</b>	<b>3</b>	<b>6.6</b>	<b>25.3</b>	<b>39.8</b>	<b>12.9</b>	<b>11.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>71.8</b>	<b>13</b>	<b>216</b>
BREMEN	RYANAIR	S	85	0	3	1.1	26.1	42.0	9.1	15.9	1.1	0.0	1.1	0.0	0.0	3.4	16	75.5	14	106
<b>TOTAL BREMEN</b>			<b>85</b>	<b>0</b>	<b>3</b>	<b>1.1</b>	<b>26.1</b>	<b>42.0</b>	<b>9.1</b>	<b>15.9</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>16</b>	<b>75.5</b>	<b>14</b>	<b>106</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	124	0	10	1.5	44.0	21.6	9.7	9.0	3.7	1.5	1.5	0.0	0.0	7.5	16	61.2	24	134
COLOGNE BONN	RYANAIR	S	132	0	2	3.7	29.9	37.3	11.9	9.7	3.7	0.7	1.5	0.0	0.0	1.5	18	76.1	14	134
<b>TOTAL COLOGNE BONN</b>			<b>256</b>	<b>0</b>	<b>12</b>	<b>2.6</b>	<b>36.9</b>	<b>29.5</b>	<b>10.8</b>	<b>9.3</b>	<b>3.7</b>	<b>1.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>17</b>	<b>68.7</b>	<b>19</b>	<b>268</b>
DORTMUND	RYANAIR	S	62	0	0	1.6	37.1	30.6	16.1	11.3	3.2	0.0	0.0	0.0	0.0	0.0	13	81.7	9	60
<b>TOTAL DORTMUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>37.1</b>	<b>30.6</b>	<b>16.1</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>13</b>	<b>81.7</b>	<b>9</b>	<b>60</b>
FRANKFURT MAIN	RYANAIR	S	104	0	0	0.0	24.0	35.6	21.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	17	42.5	26	106
<b>TOTAL FRANKFURT MAIN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.0</b>	<b>35.6</b>	<b>21.2</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>42.5</b>	<b>26</b>	<b>106</b>
HAHN	RYANAIR	S	42	0	0	0.0	9.5	50.0	23.8	9.5	2.4	4.8	0.0	0.0	0.0	0.0	23	66.1	18	62
<b>TOTAL HAHN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>50.0</b>	<b>23.8</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>0.0</b>	<b>23</b>	<b>66.1</b>	<b>18</b>	<b>62</b>
HAMBURG	RYANAIR	S	74	0	2	2.6	19.7	32.9	18.4	21.1	2.6	0.0	0.0	0.0	0.0	2.6	17	61.4	14	70
<b>TOTAL HAMBURG</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>19.7</b>	<b>32.9</b>	<b>18.4</b>	<b>21.1</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>17</b>	<b>61.4</b>	<b>14</b>	<b>70</b>
HANOVER	EUROWINGS LUFTVERKEHRS	S	54	0	0	3.7	14.8	46.3	24.1	7.4	3.7	0.0	0.0	0.0	0.0	0.0	14	68.8	13	79
HANOVER	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL HANOVER</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>16.1</b>	<b>46.4</b>	<b>23.2</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>0.0</b>	<b>14</b>	<b>68.8</b>	<b>13</b>	<b>79</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													JAN 2018		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KARLSRUHE/BADEN BADEN	RYANAIR	S	64	0	0	1.6	25.0	46.9	10.9	7.8	4.7	0.0	3.1	0.0	0.0	0.0	20	81.3	8	80
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>25.0</b>	<b>46.9</b>	<b>10.9</b>	<b>7.8</b>	<b>4.7</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>81.3</b>	<b>8</b>	<b>80</b>
LEIPZIG	RYANAIR	S	26	0	0	0.0	26.9	46.2	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	14	89.3	4	28
<b>TOTAL LEIPZIG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>89.3</b>	<b>4</b>	<b>28</b>
MEMMINGEN ALLGAU	RYANAIR	S	43	0	0	2.3	11.6	32.6	23.3	16.3	11.6	2.3	0.0	0.0	0.0	0.0	29	72.6	20	62
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>11.6</b>	<b>32.6</b>	<b>23.3</b>	<b>16.3</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>29</b>	<b>72.6</b>	<b>20</b>	<b>62</b>
MUNICH	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	85.0	7	40
MUNICH	EASYJET UK LTD	S	32	0	0	0.0	40.6	25.0	9.4	12.5	6.3	6.3	0.0	0.0	0.0	0.0	21	0.0	0	0
MUNICH	EUROWINGS LUFTVERKEHRS	S	60	0	2	0.0	11.3	37.1	16.1	19.4	9.7	3.2	0.0	0.0	0.0	3.2	25	39.7	28	57
<b>TOTAL MUNICH</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.3</b>	<b>33.0</b>	<b>13.8</b>	<b>17.0</b>	<b>8.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>24</b>	<b>58.2</b>	<b>19</b>	<b>97</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	95.8	2	24
<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>95.8</b>	<b>2</b>	<b>24</b>
NUREMBERG	RYANAIR	S	95	0	0	2.1	24.2	46.3	16.8	8.4	2.1	0.0	0.0	0.0	0.0	0.0	12	70.8	15	106
<b>TOTAL NUREMBERG</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>24.2</b>	<b>46.3</b>	<b>16.8</b>	<b>8.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.8</b>	<b>15</b>	<b>106</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	54.5	21	66
STUTTGART	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	135	0.0	0	0
<b>TOTAL STUTTGART</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>135</b>	<b>54.5</b>	<b>21</b>	<b>66</b>
<b>TOTAL GERMANY</b>			<b>1246</b>	<b>0</b>	<b>22</b>	<b>2.7</b>	<b>26.2</b>	<b>37.3</b>	<b>14.7</b>	<b>12.2</b>	<b>3.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>68.2</b>	<b>16</b>	<b>1438</b>
<b>GREECE</b>																				
ATHENS	AIR MEDITERRANEAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	18
ATHENS	RYANAIR	S	104	0	0	10.6	27.9	45.2	13.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	59.0	20	100
<b>TOTAL ATHENS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>27.9</b>	<b>45.2</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.9</b>	<b>20</b>	<b>118</b>
KAVALA	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	235	1
<b>TOTAL KAVALA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>235</b>	<b>1</b>
SALONIKA	RYANAIR	S	53	0	0	1.9	7.5	52.8	11.3	15.1	9.4	0.0	0.0	1.9	0.0	0.0	28	57.1	21	48
<b>TOTAL SALONIKA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>7.5</b>	<b>52.8</b>	<b>11.3</b>	<b>15.1</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>57.1</b>	<b>21</b>	<b>48</b>
<b>TOTAL GREECE</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>21.0</b>	<b>47.8</b>	<b>12.7</b>	<b>7.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>60.1</b>	<b>21</b>	<b>167</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	216	0	0	3.2	26.4	43.1	11.1	9.7	5.6	0.9	0.0	0.0	0.0	0.0	15	77.3	11	216
<b>TOTAL BUDAPEST</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>26.4</b>	<b>43.1</b>	<b>11.1</b>	<b>9.7</b>	<b>5.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.3</b>	<b>11</b>	<b>216</b>
<b>TOTAL HUNGARY</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>26.4</b>	<b>43.1</b>	<b>11.1</b>	<b>9.7</b>	<b>5.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.3</b>	<b>11</b>	<b>216</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	9	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KEFLAVIK	EASYJET UK LTD	S	28	0	0	14.3	46.4	25.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>9</b>	<b>26</b>	
<b>TOTAL ICELAND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>46.4</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.1</b>	<b>9</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	178	0	0	7.9	42.1	32.6	11.8	4.5	1.1	0.0	0.0	0.0	0.0	0.0	7	78.5	16	181	
<b>TOTAL CORK</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>42.1</b>	<b>32.6</b>	<b>11.8</b>	<b>4.5</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>7</b>	<b>78.5</b>	<b>16</b>	<b>181</b>	
DUBLIN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
DUBLIN	RYANAIR	S	466	0	0	5.2	41.0	36.1	10.1	5.8	1.5	0.2	0.2	0.0	0.0	0.0	9	75.1	13	465	
<b>TOTAL DUBLIN</b>			<b>466</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>41.0</b>	<b>36.1</b>	<b>10.1</b>	<b>5.8</b>	<b>1.5</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.1</b>	<b>13</b>	<b>466</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	86	0	0	9.3	44.2	27.9	10.5	5.8	0.0	1.2	1.2	0.0	0.0	0.0	9	89.8	9	88	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>44.2</b>	<b>27.9</b>	<b>10.5</b>	<b>5.8</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>9</b>	<b>89.8</b>	<b>9</b>	<b>88</b>	
KERRY COUNTY	RYANAIR	S	46	0	0	8.7	41.3	41.3	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	5	73.7	10	38	
<b>TOTAL KERRY COUNTY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>41.3</b>	<b>41.3</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.7</b>	<b>10</b>	<b>38</b>	
SHANNON	RYANAIR	S	103	0	2	5.7	30.5	36.2	15.2	8.6	0.0	1.0	1.0	0.0	0.0	1.9	12	74.1	13	108	
SHANNON	TITAN AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>30.2</b>	<b>36.8</b>	<b>15.1</b>	<b>8.5</b>	<b>0.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>12</b>	<b>74.1</b>	<b>13</b>	<b>108</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>880</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>40.2</b>	<b>34.9</b>	<b>10.5</b>	<b>6.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>77.1</b>	<b>13</b>	<b>881</b>	
<b>ISRAEL</b>																					
TEL AVIV	ARKIA	S	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	31	0.0	0	0	
TEL AVIV	EASYJET UK LTD	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	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>52.2</b>	<b>17.4</b>	<b>17.4</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISRAEL</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>52.2</b>	<b>17.4</b>	<b>17.4</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
ANCONA	RYANAIR	S	40	0	0	2.5	30.0	47.5	12.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	9	47.5	24	39	
<b>TOTAL ANCONA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>30.0</b>	<b>47.5</b>	<b>12.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>47.5</b>	<b>24</b>	<b>39</b>	
BARI (PALESE)	RYANAIR	S	70	0	0	4.3	35.7	50.0	2.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	80.9	9	68	
<b>TOTAL BARI (PALESE)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>35.7</b>	<b>50.0</b>	<b>2.9</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>0.0</b>	<b>6</b>	<b>80.9</b>	<b>9</b>	<b>68</b>	
BERGAMO	RYANAIR	S	244	0	2	4.1	28.9	38.2	12.6	12.6	2.8	0.0	0.0	0.0	0.0	0.8	13	68.6	15	210	
<b>TOTAL BERGAMO</b>			<b>244</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>28.9</b>	<b>38.2</b>	<b>12.6</b>	<b>12.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>68.6</b>	<b>15</b>	<b>210</b>	
BOLOGNA	RYANAIR	S	116	0	0	5.2	23.3	37.9	17.2	13.8	0.9	0.0	1.7	0.0	0.0	0.0	17	60.8	15	118	
<b>TOTAL BOLOGNA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>23.3</b>	<b>37.9</b>	<b>17.2</b>	<b>13.8</b>	<b>0.9</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>60.8</b>	<b>15</b>	<b>118</b>	
BRINDISI	RYANAIR	S	33	0	1	0.0	50.0	38.2	5.9	2.9	0.0	0.0	0.0	0.0	0.0	2.9	5	61.8	18	34	
<b>TOTAL BRINDISI</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>50.0</b>	<b>38.2</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>2.9</b>	<b>5</b>	<b>61.8</b>	<b>18</b>	<b>34</b>	
CAGLIARI (ELMAS)	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	80.0	12	30	
CAGLIARI (ELMAS)	EASYJET UK LTD	S	30	0	0	3.3	60.0	30.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CAGLIARI (ELMAS)	RYANAIR	S	31	0	0	0.0	16.1	54.8	22.6	0.0	6.5	0.0	0.0	0.0	0.0	0.0	14	61.5	14	26
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>37.7</b>	<b>42.6</b>	<b>14.8</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>71.4</b>	<b>13</b>	<b>56</b>
GENOA	RYANAIR	S	30	0	0	0.0	30.0	60.0	6.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	13	82.1	11	28
<b>TOTAL GENOA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>60.0</b>	<b>6.7</b>	<b>0.0</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>13</b>	<b>82.1</b>	<b>11</b>	<b>28</b>
LAMETIA-TERME	RYANAIR	S	18	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	8	22
<b>TOTAL LAMETIA-TERME</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>8</b>	<b>22</b>
MILAN (LINATE)	ALITALIA (CAI)	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
MILAN (LINATE)	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	93.8	3	16
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.1</b>	<b>3</b>	<b>17</b>
MILAN (MALPENSA)	RYANAIR	S	124	0	0	1.6	12.1	46.0	16.9	21.0	2.4	0.0	0.0	0.0	0.0	0.0	18	52.8	22	72
<b>TOTAL MILAN (MALPENSA)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>12.1</b>	<b>46.0</b>	<b>16.9</b>	<b>21.0</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>18</b>	<b>52.8</b>	<b>22</b>	<b>72</b>
NAPLES	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	86.0	7	50
NAPLES	EASYJET UK LTD	S	42	0	0	0.0	42.9	45.2	2.4	4.8	0.0	2.4	2.4	0.0	0.0	0.0	13	0.0	0	0
NAPLES	RYANAIR	S	66	0	0	1.5	36.4	48.5	3.0	3.0	7.6	0.0	0.0	0.0	0.0	0.0	11	82.8	14	64
<b>TOTAL NAPLES</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>38.9</b>	<b>47.2</b>	<b>2.8</b>	<b>3.7</b>	<b>4.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.2</b>	<b>11</b>	<b>114</b>
PALERMO	RYANAIR	S	46	0	1	0.0	10.6	51.1	21.3	10.6	0.0	4.3	0.0	0.0	0.0	2.1	20	73.9	19	46
<b>TOTAL PALERMO</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.6</b>	<b>51.1</b>	<b>21.3</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>2.1</b>	<b>20</b>	<b>73.9</b>	<b>19</b>	<b>46</b>
PERUGIA	RYANAIR	S	36	0	0	0.0	36.1	61.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	7	34
<b>TOTAL PERUGIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.1</b>	<b>61.1</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.4</b>	<b>7</b>	<b>34</b>
PESCARA	RYANAIR	S	42	0	0	9.5	40.5	35.7	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	77.3	11	44
<b>TOTAL PESCARA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.5</b>	<b>35.7</b>	<b>4.8</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>77.3</b>	<b>11</b>	<b>44</b>
PISA	RYANAIR	S	124	0	0	3.2	25.8	37.9	16.1	12.9	3.2	0.8	0.0	0.0	0.0	0.0	15	53.4	20	88
<b>TOTAL PISA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.8</b>	<b>37.9</b>	<b>16.1</b>	<b>12.9</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>53.4</b>	<b>20</b>	<b>88</b>
ROME (CIAMPINO)	RYANAIR	S	300	0	0	4.3	20.7	35.3	19.7	15.3	4.0	0.3	0.0	0.3	0.0	0.0	18	54.0	22	298
<b>TOTAL ROME (CIAMPINO)</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>20.7</b>	<b>35.3</b>	<b>19.7</b>	<b>15.3</b>	<b>4.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>54.0</b>	<b>22</b>	<b>298</b>
TREVISO	RYANAIR	S	164	0	0	3.0	25.0	48.8	18.9	2.4	1.2	0.0	0.6	0.0	0.0	0.0	10	80.0	12	165
<b>TOTAL TREVISO</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>25.0</b>	<b>48.8</b>	<b>18.9</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>12</b>	<b>165</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	24	0	0	8.3	45.8	33.3	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	89.7	9	29
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>33.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.7</b>	<b>9</b>	<b>29</b>
TURIN	JET2.COM LTD	S	8	0	0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
TURIN	RYANAIR	S	72	0	0	0.0	36.1	50.0	5.6	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	71.9	10	62
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	9	8
<b>TOTAL TURIN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.8</b>	<b>47.7</b>	<b>5.7</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>73.6</b>	<b>10</b>	<b>70</b>
VERONA VILLAFRANCA	RYANAIR	S	28	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												JAN 2018		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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			28	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	26
TOTAL ITALY			1696	0	4	3.1	27.5	43.0	13.5	9.8	2.2	0.3	0.3	0.1	0.0	0.2	13	68.4	15	1578
JAMAICA																				
MONTEGO BAY	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	2
TOTAL MONTEGO BAY			2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	2
TOTAL JAMAICA			2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	2
LATVIA																				
RIGA	RYANAIR	S	123	0	1	4.0	28.2	46.8	11.3	6.5	2.4	0.0	0.0	0.0	0.0	0.8	10	82.5	13	126
TOTAL RIGA			123	0	1	4.0	28.2	46.8	11.3	6.5	2.4	0.0	0.0	0.0	0.0	0.8	10	82.5	13	126
TOTAL LATVIA			123	0	1	4.0	28.2	46.8	11.3	6.5	2.4	0.0	0.0	0.0	0.0	0.8	10	82.5	13	126
LITHUANIA																				
KAUNAS	RYANAIR	S	46	0	0	4.3	28.3	43.5	15.2	6.5	2.2	0.0	0.0	0.0	0.0	0.0	10	58.0	22	50
TOTAL KAUNAS			46	0	0	4.3	28.3	43.5	15.2	6.5	2.2	0.0	0.0	0.0	0.0	0.0	10	58.0	22	50
PALANGA	RYANAIR	S	22	0	0	0.0	27.3	45.5	9.1	4.5	4.5	9.1	0.0	0.0	0.0	0.0	22	90.0	5	20
TOTAL PALANGA			22	0	0	0.0	27.3	45.5	9.1	4.5	4.5	9.1	0.0	0.0	0.0	0.0	22	90.0	5	20
VILNIUS	RYANAIR	S	64	0	0	4.7	37.5	35.9	14.1	6.3	1.6	0.0	0.0	0.0	0.0	0.0	10	54.5	20	66
TOTAL VILNIUS			64	0	0	4.7	37.5	35.9	14.1	6.3	1.6	0.0	0.0	0.0	0.0	0.0	10	54.5	20	66
TOTAL LITHUANIA			132	0	0	3.8	32.6	40.2	13.6	6.1	2.3	1.5	0.0	0.0	0.0	0.0	12	61.0	19	136
LUXEMBOURG																				
LUXEMBOURG	RYANAIR	S	62	0	0	11.3	30.6	32.3	8.1	16.1	1.6	0.0	0.0	0.0	0.0	0.0	12	67.7	14	62
TOTAL LUXEMBOURG			62	0	0	11.3	30.6	32.3	8.1	16.1	1.6	0.0	0.0	0.0	0.0	0.0	12	67.7	14	62
TOTAL LUXEMBOURG			62	0	0	11.3	30.6	32.3	8.1	16.1	1.6	0.0	0.0	0.0	0.0	0.0	12	67.7	14	62
MALTA																				
MALTA	RYANAIR	S	37	0	0	0.0	8.1	43.2	35.1	13.5	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	10	36
TOTAL MALTA			37	0	0	0.0	8.1	43.2	35.1	13.5	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	10	36
TOTAL MALTA			37	0	0	0.0	8.1	43.2	35.1	13.5	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	10	36
MOROCCO																				
AGADIR (AL MASSIRA)	RYANAIR	S	22	0	0	0.0	18.2	36.4	31.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	17	20
TOTAL AGADIR (AL MASSIRA)			22	0	0	0.0	18.2	36.4	31.8	13.6	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	17	20
FEZ	RYANAIR	S	18	0	0	5.6	5.6	16.7	22.2	33.3	5.6	11.1	0.0	0.0	0.0	0.0	40	65.0	13	20
TOTAL FEZ			18	0	0	5.6	5.6	16.7	22.2	33.3	5.6	11.1	0.0	0.0	0.0	0.0	40	65.0	13	20
MARRAKESH	RYANAIR	S	64	0	0	0.0	23.4	48.4	15.6	7.8	3.1	0.0	0.0	1.6	0.0	0.0	19	60.9	24	64
TOTAL MARRAKESH			64	0	0	0.0	23.4	48.4	15.6	7.8	3.1	0.0	0.0	1.6	0.0	0.0	19	60.9	24	64
RABAT	RYANAIR	S	28	0	0	0.0	0.0	78.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	80.8	11	26
TOTAL RABAT			28	0	0	0.0	0.0	78.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	80.8	11	26
TOTAL MOROCCO			132	0	0	0.8	15.2	48.5	17.4	13.6	2.3	1.5	0.0	0.8	0.0	0.0	19	65.4	18	130



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.4	11	216	
AMSTERDAM	EASYJET UK LTD	S	222	0	0	4.5	61.7	17.6	6.8	5.4	2.3	1.4	0.5	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>61.7</b>	<b>17.6</b>	<b>6.8</b>	<b>5.4</b>	<b>2.3</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.4</b>	<b>11</b>	<b>216</b>	
EINDHOVEN	RYANAIR	S	146	0	0	2.7	28.1	48.6	11.6	3.4	4.8	0.0	0.7	0.0	0.0	0.0	13	72.8	13	158	
<b>TOTAL EINDHOVEN</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>28.1</b>	<b>48.6</b>	<b>11.6</b>	<b>3.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.8</b>	<b>13</b>	<b>158</b>	
<b>TOTAL NETHERLANDS</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>48.4</b>	<b>29.9</b>	<b>8.7</b>	<b>4.6</b>	<b>3.3</b>	<b>0.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.8</b>	<b>12</b>	<b>374</b>	
<b>NORWAY</b>																					
KRISTIANSAND (KJEVIK)	WIDEROE FLYVESELSKAP A/S	S	34	0	0	11.8	58.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>58.8</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OSLO (GARDERMOEN)	RYANAIR	S	176	0	0	2.3	21.6	46.0	15.3	11.9	1.7	0.0	0.6	0.6	0.0	0.0	16	55.4	22	165	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>21.6</b>	<b>46.0</b>	<b>15.3</b>	<b>11.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>55.4</b>	<b>22</b>	<b>165</b>	
SANDEFJORD(TORP)	RYANAIR	S	28	0	0	7.1	25.0	39.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	71.4	14	28	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>39.3</b>	<b>14.3</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>16</b>	<b>71.4</b>	<b>14</b>	<b>28</b>	
<b>TOTAL NORWAY</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>27.3</b>	<b>42.0</b>	<b>13.9</b>	<b>9.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.7</b>	<b>21</b>	<b>193</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	56	0	0	3.6	37.5	41.1	16.1	0.0	0.0	0.0	0.0	1.8	0.0	0.0	14	90.7	6	54	
<b>TOTAL BYDGOSZCZ</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>37.5</b>	<b>41.1</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.7</b>	<b>6</b>	<b>54</b>	
GDANSK	RYANAIR	S	105	0	0	1.0	23.8	40.0	12.4	15.2	5.7	0.0	1.9	0.0	0.0	0.0	22	72.0	15	100	
<b>TOTAL GDANSK</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>23.8</b>	<b>40.0</b>	<b>12.4</b>	<b>15.2</b>	<b>5.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>72.0</b>	<b>15</b>	<b>100</b>	
KATOWICE	RYANAIR	S	64	0	0	1.6	20.3	43.8	18.8	10.9	1.6	3.1	0.0	0.0	0.0	0.0	17	70.6	12	68	
<b>TOTAL KATOWICE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>20.3</b>	<b>43.8</b>	<b>18.8</b>	<b>10.9</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.6</b>	<b>12</b>	<b>68</b>	
KRAKOW	RYANAIR	S	169	0	0	0.6	15.4	47.3	18.3	15.4	3.0	0.0	0.0	0.0	0.0	0.0	15	53.5	27	172	
<b>TOTAL KRAKOW</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>15.4</b>	<b>47.3</b>	<b>18.3</b>	<b>15.4</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>15</b>	<b>53.5</b>	<b>27</b>	<b>172</b>	
LODZ LUBLINEK	RYANAIR	S	52	0	0	9.6	26.9	53.8	3.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	7	85.2	6	54	
<b>TOTAL LODZ LUBLINEK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>26.9</b>	<b>53.8</b>	<b>3.8</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>7</b>	<b>85.2</b>	<b>6</b>	<b>54</b>	
LUBLIN (PORT LOTNICZY)	RYANAIR	S	38	0	0	7.9	23.7	52.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	79.5	10	38	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>23.7</b>	<b>52.6</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>79.5</b>	<b>10</b>	<b>38</b>	
POZNAN	RYANAIR	S	82	0	0	2.4	30.5	35.4	11.0	15.9	4.9	0.0	0.0	0.0	0.0	0.0	14	69.5	15	81	
<b>TOTAL POZNAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>30.5</b>	<b>35.4</b>	<b>11.0</b>	<b>15.9</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>14</b>	<b>69.5</b>	<b>15</b>	<b>81</b>	
RZESZOW	RYANAIR	S	48	0	0	2.1	27.1	45.8	12.5	10.4	0.0	0.0	2.1	0.0	0.0	0.0	14	88.5	7	52	
<b>TOTAL RZESZOW</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>27.1</b>	<b>45.8</b>	<b>12.5</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.5</b>	<b>7</b>	<b>52</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	46	0	0	0.0	32.6	52.2	8.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	79.2	14	48	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.6</b>	<b>52.2</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>14</b>	<b>48</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SZYMANY (MAZURY)	RYANAIR	S	30	0	0	0.0	30.0	43.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	28
<b>TOTAL SZYMANY (MAZURY)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>43.3</b>	<b>13.3</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>11</b>	<b>75.0</b>	<b>10</b>	<b>28</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	203	0	0	10.3	29.1	40.4	10.8	6.9	2.0	0.0	0.5	0.0	0.0	0.0	10	64.9	16	204
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>203</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>29.1</b>	<b>40.4</b>	<b>10.8</b>	<b>6.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>64.9</b>	<b>16</b>	<b>204</b>
WROCLAW	RYANAIR	S	100	0	0	10.0	37.0	32.0	7.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	10	71.2	15	104
<b>TOTAL WROCLAW</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.0</b>	<b>32.0</b>	<b>7.0</b>	<b>13.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>71.2</b>	<b>15</b>	<b>104</b>
<b>TOTAL POLAND</b>			<b>993</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>26.8</b>	<b>42.6</b>	<b>12.4</b>	<b>10.7</b>	<b>2.1</b>	<b>0.2</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.3</b>	<b>15</b>	<b>1003</b>
PORTUGAL(EXCLUDING																				
AZORES PONTA DELGADA	RYANAIR	S	8	0	0	12.5	0.0	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	33	50.0	14	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</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>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>14</b>	<b>8</b>
FARO	JET2.COM LTD	S	20	0	0	5.0	60.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	11	16
FARO	RYANAIR	S	62	0	0	1.6	17.7	54.8	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	65.4	17	52
<b>TOTAL FARO</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>28.0</b>	<b>50.0</b>	<b>9.8</b>	<b>7.3</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>10</b>	<b>70.6</b>	<b>15</b>	<b>68</b>
LISBON	RYANAIR	S	186	0	0	0.0	10.2	53.8	22.0	7.5	4.3	1.6	0.5	0.0	0.0	0.0	19	72.7	13	150
<b>TOTAL LISBON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.2</b>	<b>53.8</b>	<b>22.0</b>	<b>7.5</b>	<b>4.3</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.7</b>	<b>13</b>	<b>150</b>
OPORTO (PORTUGAL)	RYANAIR	S	162	0	0	0.0	22.8	46.3	13.0	15.4	2.5	0.0	0.0	0.0	0.0	0.0	15	67.6	15	148
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.8</b>	<b>46.3</b>	<b>13.0</b>	<b>15.4</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>15</b>	<b>67.6</b>	<b>15</b>	<b>148</b>
<b>TOTAL PORTUGAL</b>			<b>438</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>18.0</b>	<b>49.8</b>	<b>16.4</b>	<b>10.7</b>	<b>3.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.8</b>	<b>14</b>	<b>374</b>
PORTUGAL(MADEIRA)																				
FUNCHAL	JET2.COM LTD	S	24	0	0	0.0	37.5	50.0	4.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	72.2	9	18
<b>TOTAL FUNCHAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</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>11</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</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>11</b>	<b>72.2</b>	<b>9</b>	<b>18</b>
REPUBLIC OF MOLDOVA																				
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	42	0	2	0.0	15.9	27.3	9.1	22.7	15.9	4.5	0.0	0.0	0.0	4.5	34	55.6	15	36
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.9</b>	<b>27.3</b>	<b>9.1</b>	<b>22.7</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>34</b>	<b>55.6</b>	<b>15</b>	<b>36</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.9</b>	<b>27.3</b>	<b>9.1</b>	<b>22.7</b>	<b>15.9</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>34</b>	<b>55.6</b>	<b>15</b>	<b>36</b>
PODGORICA	RYANAIR	S	22	0	0	0.0	9.1	68.2	13.6	0.0	0.0	0.0	9.1	0.0	0.0	0.0	32	70.0	12	20
<b>TOTAL PODGORICA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>68.2</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>70.0</b>	<b>12</b>	<b>20</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>68.2</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>70.0</b>	<b>12</b>	<b>20</b>
BUCHAREST (OTOPENI)	RYANAIR	S	128	0	0	9.4	20.3	31.3	24.2	10.2	2.3	2.3	0.0	0.0	0.0	0.0	17	48.6	25	72

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>20.3</b>	<b>31.3</b>	<b>24.2</b>	<b>10.2</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>17</b>	<b>48.6</b>	<b>25</b>	<b>72</b>
ORADEA	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	65.4	13	26
<b>TOTAL ORADEA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
TIMISOARA	RYANAIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	53.0	28	66
<b>TOTAL TIMISOARA</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>53.0</b>	<b>28</b>	<b>66</b>
<b>TOTAL ROMANIA</b>			<b>128</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>20.2</b>	<b>31.0</b>	<b>24.0</b>	<b>10.1</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>53.0</b>	<b>24</b>	<b>164</b>
<b>RUSSIA</b>																				
ST PETERSBURG	POBEDA AIRLINES LLC	S	34	0	0	5.9	23.5	32.4	5.9	17.6	14.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>32.4</b>	<b>5.9</b>	<b>17.6</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>32.4</b>	<b>5.9</b>	<b>17.6</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	104	0	1	1.9	24.8	40.0	14.3	13.3	3.8	1.0	0.0	0.0	0.0	1.0	16	69.8	14	106
<b>TOTAL BRATISLAVA</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>24.8</b>	<b>40.0</b>	<b>14.3</b>	<b>13.3</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>69.8</b>	<b>14</b>	<b>106</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>24.8</b>	<b>40.0</b>	<b>14.3</b>	<b>13.3</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>69.8</b>	<b>14</b>	<b>106</b>
<b>SLOVENIA</b>																				
LJUBLJANA	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	91.7	3	48
LJUBLJANA	EASYJET UK LTD	S	38	0	0	13.2	52.6	26.3	2.6	2.6	2.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL LJUBLJANA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>52.6</b>	<b>26.3</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.7</b>	<b>3</b>	<b>48</b>
<b>TOTAL SLOVENIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>52.6</b>	<b>26.3</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.7</b>	<b>3</b>	<b>48</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	38	0	0	2.6	28.9	52.6	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	55.9	15	34
ALICANTE	RYANAIR	S	90	0	0	2.2	28.9	50.0	11.1	5.6	2.2	0.0	0.0	0.0	0.0	0.0	9	69.1	12	94
<b>TOTAL ALICANTE</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>28.9</b>	<b>50.8</b>	<b>9.4</b>	<b>5.5</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>10</b>	<b>65.6</b>	<b>13</b>	<b>128</b>
ASTURIAS	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	82.1	13	28
<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>0.0</b>	<b>0</b>	<b>82.1</b>	<b>13</b>	<b>28</b>
BARCELONA	RYANAIR	S	276	0	0	2.5	21.0	45.7	18.1	9.8	2.9	0.0	0.0	0.0	0.0	0.0	14	65.5	17	205
<b>TOTAL BARCELONA</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>21.0</b>	<b>45.7</b>	<b>18.1</b>	<b>9.8</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>14</b>	<b>65.5</b>	<b>17</b>	<b>205</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	8	40
BILBAO	EASYJET UK LTD	S	22	0	0	0.0	22.7	13.6	22.7	22.7	9.1	9.1	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL BILBAO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.7</b>	<b>13.6</b>	<b>22.7</b>	<b>22.7</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>85.0</b>	<b>8</b>	<b>40</b>
CASTELLON COSTA AZAHAR	RYANAIR	S	18	0	0	11.1	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	4	16
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	10	0	0	20.0	50.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	10

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 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 CASTELLON DE LA PLANA AIRPORT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
JEREZ	RYANAIR	S	16	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	72.2	12	18	
<b>TOTAL JEREZ</b>			<b>16</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>5</b>	<b>72.2</b>	<b>12</b>	<b>18</b>	
LIEIDA	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	60.0	12	10	
LIEIDA	JET2.COM LTD	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LIEIDA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>60.0</b>	<b>12</b>	<b>10</b>	
MADRID	RYANAIR	S	245	0	0	4.1	24.5	42.9	15.9	10.6	2.0	0.0	0.0	0.0	0.0	0.0	12	63.1	21	195	
<b>TOTAL MADRID</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>24.5</b>	<b>42.9</b>	<b>15.9</b>	<b>10.6</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>63.1</b>	<b>21</b>	<b>195</b>	
MALAGA	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	93.8	3	32	
MALAGA	EASYJET UK LTD	S	30	0	0	16.7	73.3	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
MALAGA	JET2.COM LTD	S	22	0	0	0.0	68.2	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	5	28	
MALAGA	RYANAIR	S	127	0	1	0.8	24.2	43.8	19.5	8.6	0.8	1.6	0.0	0.0	0.0	0.8	13	70.9	13	132	
<b>TOTAL MALAGA</b>			<b>179</b>	<b>0</b>	<b>1</b>	<b>3.3</b>	<b>37.8</b>	<b>36.7</b>	<b>13.9</b>	<b>6.1</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>76.8</b>	<b>10</b>	<b>192</b>	
MURCIA INTERNATIONAL	RYANAIR	S	24	0	0	4.2	29.2	45.8	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL MURCIA INTERNATIONAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>29.2</b>	<b>45.8</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MURCIA SAN JAVIER	RYANAIR	S	18	0	0	5.6	50.0	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	38	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>3</b>	<b>38</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	20	
PALMA DE MALLORCA	EASYJET UK LTD	S	22	0	0	4.5	68.2	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
PALMA DE MALLORCA	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
PALMA DE MALLORCA	RYANAIR	S	42	0	0	0.0	26.2	54.8	14.3	2.4	0.0	0.0	2.4	0.0	0.0	0.0	13	65.4	18	52	
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>39.7</b>	<b>45.6</b>	<b>10.3</b>	<b>1.5</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>9</b>	<b>72.2</b>	<b>14</b>	<b>72</b>	
REUS	JET2.COM LTD	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	8	0.0	0	0	
REUS	RYANAIR	S	18	0	0	5.6	38.9	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	18	
<b>TOTAL REUS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>45.5</b>	<b>27.3</b>	<b>9.1</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
SANTANDER	RYANAIR	S	44	0	0	4.5	40.9	43.2	9.1	0.0	0.0	0.0	0.0	2.3	0.0	0.0	14	71.1	13	44	
<b>TOTAL SANTANDER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>40.9</b>	<b>43.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>71.1</b>	<b>13</b>	<b>44</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	32	0	0	3.1	21.9	31.3	25.0	15.6	3.1	0.0	0.0	0.0	0.0	0.0	16	71.9	13	32	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.9</b>	<b>31.3</b>	<b>25.0</b>	<b>15.6</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>16</b>	<b>71.9</b>	<b>13</b>	<b>32</b>	
SEVILLE	RYANAIR	S	84	0	0	2.4	15.5	45.2	14.3	16.7	3.6	1.2	1.2	0.0	0.0	0.0	21	67.1	13	82	
<b>TOTAL SEVILLE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>15.5</b>	<b>45.2</b>	<b>14.3</b>	<b>16.7</b>	<b>3.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>67.1</b>	<b>13</b>	<b>82</b>	
VALENCIA	RYANAIR	S	79	0	0	1.3	36.7	48.1	11.4	1.3	1.3	0.0	0.0	0.0	0.0	0.0	7	68.2	17	66	
<b>TOTAL VALENCIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>36.7</b>	<b>48.1</b>	<b>11.4</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>68.2</b>	<b>17</b>	<b>66</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											JAN 2018			
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	
ZARAGOZA	RYANAIR	S	48	0	0	2.1	31.3	47.9	8.3	8.3	2.1	0.0	0.0	0.0	0.0	0.0	11	71.7	14	46	
<b>TOTAL ZARAGOZA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.3</b>	<b>47.9</b>	<b>8.3</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.7</b>	<b>14</b>	<b>46</b>	
<b>TOTAL SPAIN</b>			<b>1317</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>29.1</b>	<b>42.6</b>	<b>14.3</b>	<b>8.0</b>	<b>2.0</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>71.4</b>	<b>14</b>	<b>1240</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	48	0	0	2.1	52.1	22.9	16.7	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	86.4	7	44	
ARRECIFE	RYANAIR	S	50	0	0	2.0	42.0	44.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.6	6	48	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2	
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	80.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	75.0	6	8	
<b>TOTAL ARRECIFE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>42.6</b>	<b>38.0</b>	<b>13.9</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>0.0</b>	<b>7</b>	<b>86.3</b>	<b>6</b>	<b>102</b>	
FUERTEVENTURA	JET2.COM LTD	S	28	0	0	3.6	50.0	32.1	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	6	26	
FUERTEVENTURA	RYANAIR	S	40	0	0	5.0	30.0	50.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	7	42	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	10	
<b>TOTAL FUERTEVENTURA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>38.5</b>	<b>41.0</b>	<b>14.1</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>0.0</b>	<b>5</b>	<b>86.6</b>	<b>7</b>	<b>82</b>	
LAS PALMAS	JET2.COM LTD	S	28	0	0	0.0	60.7	17.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	17	26	
LAS PALMAS	RYANAIR	S	56	0	0	5.4	32.1	44.6	5.4	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	69.6	11	56	
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	60.0	22	10	
<b>TOTAL LAS PALMAS</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>41.3</b>	<b>37.0</b>	<b>8.7</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>0.0</b>	<b>8</b>	<b>70.7</b>	<b>14</b>	<b>92</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	68	0	0	4.4	41.2	35.3	13.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	82.6	10	46	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	94	0	0	3.2	29.8	47.9	9.6	7.4	1.1	1.1	0.0	0.0	0.0	0.0	10	72.0	12	82	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	16.7	44.4	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	83.3	8	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>32.8</b>	<b>42.8</b>	<b>10.6</b>	<b>7.2</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.4</b>	<b>11</b>	<b>148</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>458</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>37.8</b>	<b>40.2</b>	<b>11.6</b>	<b>5.7</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.5</b>	<b>10</b>	<b>424</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	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	1	
GOTEBORG (LANDVETTER)	RYANAIR	S	77	0	0	3.9	31.2	28.6	16.9	16.9	0.0	2.6	0.0	0.0	0.0	0.0	18	43.8	23	80	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>31.2</b>	<b>28.6</b>	<b>16.9</b>	<b>16.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>44.4</b>	<b>23</b>	<b>81</b>	
STOCKHOLM (ARLANDA)	JET2.COM LTD	C	6	0	0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
STOCKHOLM (ARLANDA)	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	46	4	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>50.0</b>	<b>46</b>	<b>4</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	130	0	0	8.5	24.6	40.8	14.6	10.8	0.8	0.0	0.0	0.0	0.0	0.0	11	66.4	17	140	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>24.6</b>	<b>40.8</b>	<b>14.6</b>	<b>10.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.4</b>	<b>17</b>	<b>140</b>	
VASTERAS	RYANAIR	S	34	0	0	0.0	11.8	55.9	17.6	5.9	5.9	0.0	2.9	0.0	0.0	0.0	23	73.7	20	38	
<b>TOTAL VASTERAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>55.9</b>	<b>17.6</b>	<b>5.9</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>23</b>	<b>73.7</b>	<b>20</b>	<b>38</b>	
<b>TOTAL SWEDEN</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>25.1</b>	<b>38.5</b>	<b>16.6</b>	<b>11.7</b>	<b>1.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>60.5</b>	<b>20</b>	<b>263</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	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	78.6	12	42	
<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>78.6</b>	<b>12</b>	<b>42</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	7	132	
GENEVA	EASYJET UK LTD	S	128	0	0	3.9	52.3	27.3	7.8	4.7	3.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GENEVA	JET2.COM LTD	S	26	0	0	0.0	42.3	38.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	61.1	21	18	
GENEVA	SWISS AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>50.3</b>	<b>29.7</b>	<b>9.0</b>	<b>4.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>9</b>	<b>150</b>	
ZURICH	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	2	
<b>TOTAL ZURICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>15</b>	<b>3</b>	
<b>TOTAL SWITZERLAND</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>50.3</b>	<b>29.7</b>	<b>9.0</b>	<b>4.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.5</b>	<b>10</b>	<b>195</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ANTALYA</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	62	0	0	9.7	27.4	30.6	17.7	6.5	4.8	0.0	0.0	3.2	0.0	0.0	27	0.0	0	0	
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>27.4</b>	<b>30.6</b>	<b>17.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	199	0	0	3.5	24.1	42.7	17.1	11.1	1.5	0.0	0.0	0.0	0.0	0.0	12	41.4	25	191	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>24.1</b>	<b>42.7</b>	<b>17.1</b>	<b>11.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>41.4</b>	<b>25</b>	<b>191</b>	
ISTANBUL ATATURK	ATLASJET 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	67.2	12	64	
<b>TOTAL ISTANBUL ATATURK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>67.2</b>	<b>12</b>	<b>64</b>	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	32	0	0	6.3	21.9	28.1	15.6	15.6	12.5	0.0	0.0	0.0	0.0	0.0	23	46.2	24	26	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>28.1</b>	<b>15.6</b>	<b>15.6</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>46.2</b>	<b>24</b>	<b>26</b>	
<b>TOTAL TURKEY</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>24.7</b>	<b>38.6</b>	<b>16.9</b>	<b>10.5</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>47.7</b>	<b>22</b>	<b>281</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	RYANAIR	S	46	0	0	2.2	10.9	54.3	17.4	13.0	2.2	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.9</b>	<b>54.3</b>	<b>17.4</b>	<b>13.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LVOV	RYANAIR	S	26	0	0	0.0	11.5	57.7	11.5	11.5	3.8	0.0	3.8	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL LVOV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>57.7</b>	<b>11.5</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UKRAINE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>11.1</b>	<b>55.6</b>	<b>15.3</b>	<b>12.5</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</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 JANUARY 2019

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												JAN 2018			
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>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	64	0	0	6.3	34.4	45.3	12.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL DUBAI</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>45.3</b>	<b>12.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED ARAB</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>34.4</b>	<b>45.3</b>	<b>12.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.2	10	237	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	244	0	0	3.3	52.5	24.2	6.6	7.4	2.9	3.3	0.0	0.0	0.0	0.0	14	0.0	0	0	
BELFAST INTERNATIONAL	RYANAIR	S	184	0	0	25.0	50.0	16.8	4.3	1.1	2.2	0.0	0.5	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>51.4</b>	<b>21.0</b>	<b>5.6</b>	<b>4.7</b>	<b>2.6</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.2</b>	<b>10</b>	<b>237</b>	
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	106	0	0	8.5	56.6	24.5	5.7	0.9	1.9	0.0	1.9	0.0	0.0	0.0	8	75.4	17	112	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>56.6</b>	<b>24.5</b>	<b>5.7</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.4</b>	<b>17</b>	<b>112</b>	
DUNDEE	LOGANAIR LTD	S	92	0	2	31.9	47.9	11.7	2.1	2.1	2.1	0.0	0.0	0.0	0.0	2.1	4	78.7	10	94	
<b>TOTAL DUNDEE</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>31.9</b>	<b>47.9</b>	<b>11.7</b>	<b>2.1</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>2.1</b>	<b>4</b>	<b>78.7</b>	<b>10</b>	<b>94</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.9	13	232	
EDINBURGH	EASYJET UK LTD	S	242	0	0	13.2	52.5	22.7	7.4	2.1	0.8	1.2	0.0	0.0	0.0	0.0	6	0.0	0	0	
EDINBURGH	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
EDINBURGH	RYANAIR	S	288	0	0	19.1	49.0	24.0	4.9	2.1	1.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>531</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>50.5</b>	<b>23.5</b>	<b>6.0</b>	<b>2.1</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.9</b>	<b>13</b>	<b>232</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.3	18	166	
GLASGOW	EASYJET UK LTD	S	174	0	0	7.5	50.6	23.6	5.7	6.9	4.6	1.1	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>50.6</b>	<b>23.6</b>	<b>5.7</b>	<b>6.9</b>	<b>4.6</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>72.3</b>	<b>18</b>	<b>166</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	36	0	0	0.0	25.0	36.1	22.2	13.9	2.8	0.0	0.0	0.0	0.0	0.0	14	80.6	11	36	
<b>TOTAL GUERNSEY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.1</b>	<b>22.2</b>	<b>13.9</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>80.6</b>	<b>11</b>	<b>36</b>	
MANCHESTER	LOGANAIR LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1368</b>	<b>0</b>	<b>2</b>	<b>14.1</b>	<b>50.4</b>	<b>22.4</b>	<b>6.0</b>	<b>3.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>76.3</b>	<b>13</b>	<b>877</b>	
<b>TOTAL STANSTED</b>			<b>13043</b>	<b>0</b>	<b>38</b>	<b>5.3</b>	<b>31.6</b>	<b>38.6</b>	<b>12.5</b>	<b>8.5</b>	<b>2.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>70.9</b>	<b>15</b>	<b>12280</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR JANUARY 2019

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	149	0	10	0.0	54.1	29.6	5.7	2.5	1.3	0.6	0.0	0.0	0.0	6.3	6	74.4	12	143	
<b>TOTAL AMSTERDAM</b>			<b>149</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>54.1</b>	<b>29.6</b>	<b>5.7</b>	<b>2.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6</b>	<b>74.4</b>	<b>12</b>	<b>143</b>	
<b>TOTAL NETHERLANDS</b>			<b>149</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>54.1</b>	<b>29.6</b>	<b>5.7</b>	<b>2.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6</b>	<b>74.4</b>	<b>12</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	100.0	0	1	
ABERDEEN	FLYBE LTD	S	110	0	12	11.5	36.1	24.6	6.6	2.5	7.4	1.6	0.0	0.0	0.0	9.8	14	71.6	15	102	
ABERDEEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	13	120	
<b>TOTAL ABERDEEN</b>			<b>110</b>	<b>0</b>	<b>12</b>	<b>11.5</b>	<b>36.1</b>	<b>24.6</b>	<b>6.6</b>	<b>2.5</b>	<b>7.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>14</b>	<b>75.8</b>	<b>14</b>	<b>223</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FARNBOROUGH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
GATWICK	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	30	2	
GATWICK	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>20</b>	<b>3</b>	
HUMBERSIDE	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	2	75.0	14	4	
HUMBERSIDE	FLYBE LTD	S	26	0	9	20.0	28.6	5.7	8.6	2.9	5.7	2.9	0.0	0.0	0.0	25.7	16	71.7	13	90	
<b>TOTAL HUMBERSIDE</b>			<b>27</b>	<b>0</b>	<b>9</b>	<b>19.4</b>	<b>27.8</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>15</b>	<b>71.8</b>	<b>13</b>	<b>94</b>	
NORWICH	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5	
<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>80.0</b>	<b>6</b>	<b>5</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>138</b>	<b>0</b>	<b>21</b>	<b>13.2</b>	<b>34.0</b>	<b>21.4</b>	<b>6.9</b>	<b>2.5</b>	<b>6.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.2</b>	<b>14</b>	<b>74.4</b>	<b>14</b>	<b>326</b>	
<b>TOTAL TEESSIDE</b>			<b>287</b>	<b>0</b>	<b>31</b>	<b>6.6</b>	<b>44.0</b>	<b>25.5</b>	<b>6.3</b>	<b>2.5</b>	<b>4.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>10</b>	<b>74.4</b>	<b>13</b>	<b>469</b>	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											JAN 2018				
						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
A CORUNA																							
	HEATHROW	VUELING AIRLINES	S	A	30	0	1	9.7	35.5	38.7	6.5	3.2	0.0	0.0	0.0	3.2	0.0	3.2	39	90.3	5	30	
	HEATHROW	VUELING AIRLINES	S	D	30	0	1	0.0	51.6	29.0	9.7	3.2	0.0	0.0	0.0	3.2	0.0	3.2	38	87.1	6	30	
<b>TOTAL A CORUNA</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>43.5</b>	<b>33.9</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>39</b>	<b>88.7</b>	<b>5</b>	<b>60</b>	
AALBORG																							
	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	84.6	7	13	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13	
	STANSTED	RYANAIR	S	A	17	0	0	0.0	41.2	29.4	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	88.2	9	17	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.1	2	17	
	MANCHESTER	THOMAS COOK SCANDANAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL AALBORG</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>35.3</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>91.8</b>	<b>5</b>	<b>61</b>	
AARHUS (TIRSTRUP)																							
	GATWICK	EASYJET UK 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	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	STANSTED	RYANAIR	S	A	22	0	0	18.2	31.8	36.4	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	54.5	17	22	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	27.3	50.0	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10	63.6	17	22	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>35.0</b>	<b>38.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>59.1</b>	<b>17</b>	<b>44</b>	
ABERDEEN																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	20	0	0	40.0	35.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	4	30	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	20	0	0	0.0	65.0	30.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	6	30	
	BIRMINGHAM	FLYBE LTD	S	A	69	0	0	24.6	56.5	11.6	2.9	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4	94.5	4	73	
	BIRMINGHAM	FLYBE LTD	S	D	69	0	0	0.0	31.9	56.5	7.2	2.9	1.4	0.0	0.0	0.0	0.0	0.0	7	84.9	7	72	
	BRISTOL	BMI REGIONAL	S	A	24	0	0	16.7	45.8	4.2	12.5	12.5	0.0	4.2	4.2	0.0	0.0	0.0	25	66.7	26	29	
	BRISTOL	BMI REGIONAL	S	D	25	0	0	0.0	76.0	4.0	4.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	24	79.3	14	28	
	BRISTOL	JOTA AVIATION 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	57	0.0	0	0	
	BRISTOL	JOTA AVIATION LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	9	18	
	EDINBURGH	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	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	37.7	23	46	
	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	52.2	26	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	3	30	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	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	
	GATWICK	EASYJET UK LTD	S	A	27	0	0	18.5	25.9	37.0	7.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	27	0	0	0.0	48.1	44.4	7.4	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	144	0	4	32.4	45.3	12.2	4.7	2.0	0.7	0.0	0.0	0.0	0.0	2.7	3	82.3	8	217	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	146	0	2	0.0	56.8	33.1	2.7	2.7	3.4	0.0	0.0	0.0	0.0	1.4	6	88.2	5	217	
	HEATHROW	FLYBE LTD	S	A	79	0	0	25.3	44.3	25.3	2.5	0.0	1.3	1.3	0.0	0.0	0.0	0.0	5	86.4	9	81	
	HEATHROW	FLYBE LTD	S	D	79	0	0	0.0	59.5	34.2	3.8	0.0	1.3	1.3	0.0	0.0	0.0	0.0	5	92.5	5	80	
	LONDON CITY	EASTERN AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LONDON CITY	FLYBE LTD	S	A	45	0	1	2.2	26.1	41.3	21.7	2.2	2.2	2.2	0.0	0.0	0.0	2.2	13	88.9	7	45	
	LONDON CITY	FLYBE LTD	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	13	45	
	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	84.2	13	19	
	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	89.5	12	19	
	LUTON	EASYJET UK LTD	S	A	18	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	19	0	0	0.0	42.1	36.8	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	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	14	1	
	MANCHESTER	FLYBE LTD	S	A	133	0	2	15.6	51.9	16.3	2.2	7.4	4.4	0.7	0.0	0.0	0.0	1.5	10	88.3	6	137	
	MANCHESTER	FLYBE LTD	S	D	133	0	2	0.0	23.7	54.8	6.7	5.2	6.7	0.7	0.7	0.0	0.0	1.5	15	90.4	6	136	
	NEWCASTLE	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	NEWCASTLE	FLYBE LTD	S	A	71	0	7	16.7	41.0	19.2	3.8	3.8	6.4	0.0	0.0	0.0	0.0	9.0	9	65.7	17	61	
	NEWCASTLE	FLYBE LTD	S	D	67	0	16	0.0	13.3	34.9	14.5	8.4	6.0	2.4	1.2	0.0	0.0	19.3	24	54.5	25	61	
	SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.8	27	43	
	SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.6	17	49	
	TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	A	58	0	5	22.2	28.6	19.0	7.9	1.6	11.1	1.6	0.0	0.0	0.0	7.9	17	62.3	16	50	
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	D	52	0	7	0.0	44.1	30.5	5.1	3.4	3.4	1.7	0.0	0.0	0.0	11.9	11	80.4	13	52	
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	58	
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	11	62	
<b>TOTAL ABERDEEN</b>					<b>1345</b>	<b>0</b>	<b>46</b>	<b>11.2</b>	<b>42.6</b>	<b>28.8</b>	<b>5.6</b>	<b>4.1</b>	<b>3.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>9</b>	<b>80.0</b>	<b>10</b>	<b>1872</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: A																	JAN 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ABU DHABI INTERNATIONAL																						
	BIRMINGHAM	ETIHAD AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	BIRMINGHAM	ETIHAD AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	EDINBURGH	ETIHAD AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	22
	EDINBURGH	ETIHAD AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	31.8	28	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	6.5	54.8	25.8	6.5	3.2	0.0	0.0	0.0	0.0	0.0	3.2	3	90.0	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	51.6	35.5	6.5	0.0	3.2	0.0	0.0	0.0	0.0	3.2	7	80.0	8	30
	HEATHROW	ETIHAD AIRWAYS	S	A	105	0	0	16.2	33.3	37.1	10.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	65.3	16	94
	HEATHROW	ETIHAD AIRWAYS	S	D	105	0	0	1.0	33.3	47.6	16.2	1.0	1.0	0.0	0.0	0.0	0.0	0.0	7	79.8	11	93
	MANCHESTER	ETIHAD AIRWAYS	S	A	61	0	0	14.8	47.5	31.1	3.3	1.6	0.0	0.0	1.6	0.0	0.0	0.0	6	82.3	7	62
	MANCHESTER	ETIHAD AIRWAYS	S	D	61	0	1	0.0	17.7	43.5	17.7	14.5	4.8	0.0	0.0	0.0	0.0	1.6	18	71.4	13	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>394</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>36.0</b>	<b>38.8</b>	<b>11.6</b>	<b>4.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>74.9</b>	<b>12</b>	<b>415</b>
ABUJA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	38.7	38.7	0.0	16.1	0.0	0.0	0.0	0.0	0.0	0.0	8	93.5	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	38.7	48.4	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	80.6	13	31
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>38.7</b>	<b>43.5</b>	<b>3.2</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.1</b>	<b>8</b>	<b>62</b>
ACCRA																						
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	19.4	61.3	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	10	58.1	29	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	51.6	32.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	18	51.6	38	31
<b>TOTAL ACCRA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>25.4</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>54.8</b>	<b>34</b>	<b>62</b>
ADDIS ABABA																						
	HEATHROW	ETHIOPIAN AIRLINES	S	A	40	0	0	30.0	22.5	27.5	12.5	2.5	2.5	2.5	0.0	0.0	0.0	0.0	12	38.7	24	31
	HEATHROW	ETHIOPIAN AIRLINES	S	D	40	0	0	0.0	15.0	42.5	15.0	22.5	5.0	0.0	0.0	0.0	0.0	0.0	18	96.8	6	31
	MANCHESTER	ETHIOPIAN AIRLINES	S	A	17	0	1	0.0	22.2	27.8	16.7	16.7	0.0	0.0	11.1	0.0	0.0	5.6	38	0.0	0	0
	MANCHESTER	ETHIOPIAN AIRLINES	S	D	17	0	1	0.0	38.9	22.2	5.6	11.1	16.7	0.0	0.0	0.0	0.0	5.6	20	0.0	0	0
<b>TOTAL ADDIS ABABA</b>					<b>114</b>	<b>0</b>	<b>2</b>	<b>10.3</b>	<b>22.4</b>	<b>31.9</b>	<b>12.9</b>	<b>12.9</b>	<b>5.2</b>	<b>0.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>67.7</b>	<b>15</b>	<b>62</b>
AGADIR (AL MASSIRA)																						
	BIRMINGHAM	AIR ARABIA MAROC	S	A	7	0	0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	AIR ARABIA MAROC	S	D	9	0	0	0.0	55.6	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	1	13

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	13	
	GATWICK	EASYJET UK LTD	S	A	14	0	0	14.3	50.0	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9	
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	12	100.0	5	9	
	STANSTED	RYANAIR	S	A	11	0	0	0.0	9.1	27.3	36.4	27.3	0.0	0.0	0.0	0.0	0.0	23	40.0	25	10	
	STANSTED	RYANAIR	S	D	11	0	0	0.0	27.3	45.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	8	10	
	MANCHESTER	AIR ARABIA MAROC	S	A	8	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	87.5	8	8	
	MANCHESTER	AIR ARABIA MAROC	S	D	8	0	0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	7	87.5	4	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9	
	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	77.8	12	9	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	1	20.0	30.0	20.0	0.0	0.0	0.0	10.0	0.0	10.0	0.0	63	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	11.1	0.0	52	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	40.0	10.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	4	9	
	MANCHESTER	TUI AIRWAYS 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	16	88.9	5	9	
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>156</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>31.2</b>	<b>36.3</b>	<b>13.4</b>	<b>10.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>84.5</b>	<b>7</b>	<b>116</b>
AHMEDABAD																						
	HEATHROW	AIR INDIA	S	A	17	0	0	11.8	29.4	23.5	5.9	23.5	0.0	0.0	5.9	0.0	0.0	24	66.7	11	18	
	HEATHROW	AIR INDIA	S	D	18	0	0	0.0	0.0	33.3	27.8	11.1	11.1	16.7	0.0	0.0	0.0	52	76.5	21	17	
<b>TOTAL AHMEDABAD</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>14.3</b>	<b>28.6</b>	<b>17.1</b>	<b>17.1</b>	<b>5.7</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>71.4</b>	<b>16</b>	<b>35</b>
AKUREYRI																						
	BOURNEMOUTH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	100.0	0	1	
	BOURNEMOUTH	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	
	BOURNEMOUTH	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	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	
	CARDIFF WALES	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	
	CARDIFF WALES	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	6	1	
	EDINBURGH	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	238	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: A																	JAN 2018			
		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						
	EXETER	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	3	1
	EXETER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LEEDS BRADFORD	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
	NEWCASTLE	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	NEWCASTLE	TITAN AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	TITAN AIRWAYS LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL AKUREYRI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>28</b>	<b>9</b>	
ALDERNEY																						
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	63	0	4	14.9	49.3	20.9	1.5	4.5	0.0	3.0	0.0	0.0	0.0	6.0	7	65.7	31	59
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	63	0	4	14.9	50.7	17.9	6.0	1.5	0.0	1.5	1.5	0.0	0.0	6.0	10	64.3	37	61
<b>TOTAL ALDERNEY</b>					<b>126</b>	<b>0</b>	<b>8</b>	<b>14.9</b>	<b>50.0</b>	<b>19.4</b>	<b>3.7</b>	<b>3.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>9</b>	<b>65.0</b>	<b>34</b>	<b>120</b>
ALGHERO (FERTILIA)																						
	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	2	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	9
	LUTON	EASYJET UK LTD	S	A	9	0	0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	EASYJET UK 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	3	0.0	0	0
<b>TOTAL ALGHERO (FERTILIA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>5</b>	<b>18</b>
ALGIERS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	4.5	63.6	18.2	0.0	9.1	0.0	0.0	4.5	0.0	0.0	0.0	15	65.2	12	23
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	59.1	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	87.0	6	23
	HEATHROW	AIR ALGERIE	S	A	21	0	0	14.3	23.8	14.3	19.0	23.8	4.8	0.0	0.0	0.0	0.0	0.0	17	45.5	27	21
	HEATHROW	AIR ALGERIE	S	D	21	0	0	0.0	14.3	38.1	19.0	23.8	4.8	0.0	0.0	0.0	0.0	0.0	21	59.1	36	21
<b>TOTAL ALGIERS</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>30.2</b>	<b>32.6</b>	<b>12.8</b>	<b>16.3</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>16</b>	<b>64.4</b>	<b>20</b>	<b>88</b>
ALICANTE																						
	ABERDEEN	RYANAIR	S	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	5	100.0	0	8
	ABERDEEN	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	13	100.0	0	8
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	3	13
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	13
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	16	0	0	37.5	37.5	6.3	6.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	14	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	16	0	0	0.0	56.3	31.3	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	6	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JAN 2018		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	2					
BELFAST INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	38.5	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	14					
BELFAST INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	30.8	61.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	5	14					
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	23	1					
BIRMINGHAM	JET2.COM LTD	S	A	20	0	0	10.0	60.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	18					
BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	35.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	4	18					
BIRMINGHAM	RYANAIR	S	A	32	0	0	12.5	56.3	28.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.3	7	28					
BIRMINGHAM	RYANAIR	S	D	32	0	0	0.0	37.5	53.1	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	12	28					
BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5					
BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	5					
BOURNEMOUTH	RYANAIR	S	A	16	0	0	18.8	43.8	25.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	100.0	3	10					
BOURNEMOUTH	RYANAIR	S	D	16	0	0	0.0	56.3	18.8	6.3	12.5	0.0	0.0	0.0	6.3	0.0	0.0	30	100.0	1	10					
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	79.2	7	24					
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	70.8	13	24					
BRISTOL	EASYJET UK LTD	S	A	24	0	0	12.5	33.3	33.3	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0					
BRISTOL	EASYJET UK LTD	S	D	24	0	0	0.0	54.2	37.5	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0					
BRISTOL	RYANAIR	S	A	28	0	0	10.7	42.9	25.0	17.9	0.0	3.6	0.0	0.0	0.0	0.0	0.0	9	78.3	9	23					
BRISTOL	RYANAIR	S	D	28	0	0	0.0	64.3	21.4	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	78.3	10	23					
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	8	9					
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	9					
CARDIFF WALES	VUELING AIRLINES	S	A	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	14	10					
CARDIFF WALES	VUELING AIRLINES	S	D	10	0	0	0.0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	20	10					
DONCASTER SHEFFIELD	FLYBE LTD	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3					
DONCASTER SHEFFIELD	FLYBE LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3					
DONCASTER SHEFFIELD	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	3	90.9	2	11					
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10					
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	15	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	4	14					
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	15	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	2	14					
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	33	0	0	15.2	42.4	27.3	6.1	3.0	6.1	0.0	0.0	0.0	0.0	0.0	9	91.4	3	35					
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	33	0	0	0.0	42.4	36.4	9.1	6.1	6.1	0.0	0.0	0.0	0.0	0.0	11	82.9	7	35					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	5		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	0.0	0	88.9	3	9		
EDINBURGH	EASYJET UK LTD	S A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
EDINBURGH	JET2.COM LTD	S A	10	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	81.8	8	11		
EDINBURGH	JET2.COM LTD	S D	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	11		
EDINBURGH	RYANAIR	S A	23	0	0	0.0	56.5	21.7	13.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	8	18		
EDINBURGH	RYANAIR	S D	23	0	0	0.0	56.5	26.1	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18		
EXETER	FLYBE LTD	S 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	0.0	0.0	6	69.2	18	13		
EXETER	FLYBE LTD	S D	14	0	0	0.0	21.4	64.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	7	13		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	4	19		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	4	19		
GLASGOW	EASYJET UK LTD	S A	19	0	0	26.3	57.9	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
GLASGOW	EASYJET UK LTD	S D	19	0	0	0.0	57.9	36.8	0.0	5.3	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	15	0	0	6.7	60.0	20.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	7	15		
GLASGOW	JET2.COM LTD	S D	15	0	0	0.0	60.0	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	16	15		
GLASGOW	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	14		
GLASGOW	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	14		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	20.0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	15	5		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	80.0	20	5		
LEEDS BRADFORD	JET2.COM LTD	S A	21	0	0	0.0	52.4	38.1	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	6	20		
LEEDS BRADFORD	JET2.COM LTD	S D	21	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	1	95.0	2	20		
LEEDS BRADFORD	RYANAIR	S A	24	0	0	8.3	37.5	37.5	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.3	3	22		
LEEDS BRADFORD	RYANAIR	S D	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	0.0	0.0	14	78.3	6	22		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	16	0	0	6.3	12.5	50.0	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	27	13		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S D	16	0	0	0.0	50.0	37.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	76.9	28	13		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	9	20		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	20		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	20	0	0	0	50.0	10.0	30.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	20	0	0	0	0.0	70.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	22	0	0	0	4.5	22.7	50.0	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	12	82.6	9	23		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	22	0	0	0	0.0	31.8	54.5	0.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	8	82.6	7	23		
GATWICK	BRITISH AIRWAYS PLC	S A	16	0	0	0	12.5	31.3	50.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	85.7	5	14		
GATWICK	BRITISH AIRWAYS PLC	S D	16	0	0	0	0.0	56.3	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	14		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	39		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.5	8	39		
GATWICK	EASYJET UK LTD	S A	49	0	0	0	24.5	38.8	20.4	14.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	50	0	0	0	0.0	38.0	48.0	8.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	23	0	0	0	13.0	47.8	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	13	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	22	0	1	0	0.0	69.6	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	2	76.9	17	13		
GATWICK	RYANAIR	S A	27	0	0	0	7.4	48.1	29.6	11.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	64.3	11	28		
GATWICK	RYANAIR	S D	27	0	0	0	0.0	18.5	55.6	14.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	22	28		
GATWICK	TUI AIRWAYS LTD	C A	5	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	6	5		
GATWICK	TUI AIRWAYS 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	1	100.0	5	5		
GATWICK	TUI AIRWAYS LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	5	28		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	5	28		
LUTON	EASYJET UK LTD	S A	29	0	0	0	24.1	41.4	27.6	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
LUTON	EASYJET UK LTD	S D	29	0	0	0	0.0	34.5	55.2	3.4	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
LUTON	RYANAIR	S A	15	0	0	0	0.0	33.3	46.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
LUTON	RYANAIR	S D	15	0	0	0	0.0	40.0	53.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
STANSTED	JET2.COM LTD	S A	19	0	0	0	5.3	31.6	42.1	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	35.3	21	17		
STANSTED	JET2.COM LTD	S D	19	0	0	0	0.0	26.3	63.2	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	10	76.5	8	17		
STANSTED	RYANAIR	S A	45	0	0	0	4.4	44.4	26.7	11.1	11.1	2.2	0.0	0.0	0.0	0.0	0.0	11	57.4	14	47		
STANSTED	RYANAIR	S D	45	0	0	0	0.0	13.3	73.3	11.1	0.0	2.2	0.0	0.0	0.0	0.0	0.0	8	80.9	10	47		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	10	16		
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	100.0	2	16		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
MANCHESTER	EASYJET UK LTD	S A	19	0	0	15.8	57.9	15.8	0.0	5.3	0.0	5.3	0.0	0.0	0.0	0.0	12	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S D	19	0	0	0.0	63.2	31.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
MANCHESTER	JET2.COM LTD	S A	30	0	0	0.0	26.7	36.7	26.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	17	88.9	7	27	
MANCHESTER	JET2.COM LTD	S D	30	0	0	0.0	23.3	53.3	13.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	13	88.9	5	27	
MANCHESTER	RYANAIR	S A	46	0	0	2.2	28.3	45.7	15.2	4.3	2.2	0.0	2.2	0.0	0.0	0.0	16	73.0	21	37	
MANCHESTER	RYANAIR	S D	46	0	0	0.0	30.4	52.2	8.7	4.3	2.2	0.0	2.2	0.0	0.0	0.0	14	89.2	7	37	
MANCHESTER	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	2	100.0	0	4	
MANCHESTER	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	5	100.0	0	4	
MANCHESTER	TUI AIRWAYS LTD	C 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	16	75.0	38	16	
MANCHESTER	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	54.5	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	21	80.0	33	15	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	20	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	4	20	
NEWCASTLE	EASYJET UK LTD	S A	20	0	0	30.0	35.0	20.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
NEWCASTLE	EASYJET UK LTD	S D	20	0	0	0.0	65.0	25.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
NEWCASTLE	JET2.COM LTD	S A	14	0	0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	6	16	
NEWCASTLE	JET2.COM LTD	S D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	17	
NEWCASTLE	RYANAIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
NEWCASTLE	RYANAIR	S A	18	0	0	5.6	61.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	4	17	
NEWCASTLE	RYANAIR	S D	18	0	0	0.0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	15	18	
NEWCASTLE	TUI AIRWAYS LTD	S A	5	0	0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	30	80.0	7	5	
NEWCASTLE	TUI AIRWAYS LTD	S D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	34	100.0	1	5	
SOUTHAMPTON	FLYBE LTD	S A	9	0	0	11.1	22.2	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	3	9	
SOUTHAMPTON	FLYBE LTD	S D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	1	9	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	4	15	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	7	15	
SOUTHEND	EASYJET UK LTD	S A	16	0	0	43.8	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S D	16	0	0	0.0	75.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ALICANTE</b>			<b>1736</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>40.8</b>	<b>37.9</b>	<b>8.2</b>	<b>3.9</b>	<b>1.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>8</b>	<b>83.8</b>	<b>9</b>	<b>1617</b>	
ALMERIA																					
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	3	15	
GATWICK	EASYJET UK LTD	S A	15	0	0	46.7	46.7	6.7	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 JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
		GATWICK		EASYJET UK LTD		S	D	15	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	0.0	0	0			
<b>TOTAL ALMERIA</b>								<b>30</b>	<b>0</b>	<b>0</b>	<b>23.3</b>	<b>46.7</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>96.7</b>	<b>2</b>	<b>30</b>				
AMMAN		HEATHROW		BRITISH AIRWAYS PLC		S	A	19	0	0	52.6	36.8	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	2	69.2	18	26				
		HEATHROW		BRITISH AIRWAYS PLC		S	D	21	0	0	0.0	28.6	42.9	14.3	4.8	4.8	4.8	0.0	0.0	0.0	17	84.6	9	26				
		HEATHROW		ROYAL JORDANIAN		S	A	32	0	0	18.8	43.8	25.0	9.4	3.1	0.0	0.0	0.0	0.0	0.0	6	44.1	21	34				
		HEATHROW		ROYAL JORDANIAN		S	D	32	0	0	0.0	37.5	53.1	3.1	6.3	0.0	0.0	0.0	0.0	0.0	7	50.0	16	34				
<b>TOTAL AMMAN</b>								<b>104</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>37.5</b>	<b>33.7</b>	<b>6.7</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>8</b>	<b>60.0</b>	<b>16</b>	<b>120</b>				
AMRITSAR		BIRMINGHAM		AIR INDIA		S	A	14	0	0	14.3	14.3	35.7	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	24	0.0	0	0			
		BIRMINGHAM		AIR INDIA		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	8	71.0	15	31				
		BIRMINGHAM		TURKMENISTAN AIRLINES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	208	1				
<b>TOTAL AMRITSAR</b>								<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>37.0</b>	<b>25.9</b>	<b>11.1</b>	<b>3.7</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.8</b>	<b>21</b>	<b>32</b>				
AMSTERDAM		ABERDEEN		KLM		S	A	64	0	5	4.3	31.9	42.0	8.7	5.8	0.0	0.0	0.0	0.0	7.2	7	83.1	6	62				
		ABERDEEN		KLM		S	D	64	0	5	1.4	44.9	30.4	8.7	5.8	1.4	0.0	0.0	0.0	7.2	8	74.2	10	62				
		ABERDEEN		KLM CITYHOPPER		S	A	45	0	0	2.2	48.9	44.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	3	92.2	5	51				
		ABERDEEN		KLM CITYHOPPER		S	D	45	0	0	4.4	40.0	51.1	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4	88.0	6	50				
		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	40	1				
		BELFAST CITY (GEORGE BEST)		KLM		S	A	22	0	1	17.4	65.2	8.7	4.3	0.0	0.0	0.0	0.0	4.3	2	80.8	4	24					
		BELFAST CITY (GEORGE BEST)		KLM		S	D	22	0	1	4.3	47.8	30.4	13.0	0.0	0.0	0.0	0.0	4.3	3	70.4	10	24					
		BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.2	19	31					
		BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	17	31					
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	31	0	0	9.7	16.1	35.5	9.7	19.4	9.7	0.0	0.0	0.0	0.0	21	0.0	0	0				
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	31	0	0	0.0	45.2	35.5	0.0	12.9	6.5	0.0	0.0	0.0	0.0	13	0.0	0	0				
		BIRMINGHAM		EASYJET UK LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
		BIRMINGHAM		FLYBE LTD		S	A	175	0	2	6.8	45.8	24.9	9.6	7.9	2.8	0.6	0.6	0.0	1.1	12	75.3	14	183				
		BIRMINGHAM		FLYBE LTD		S	D	175	0	1	0.0	10.8	63.6	13.6	8.5	2.3	0.0	0.6	0.0	0.6	13	79.5	13	182				
		BIRMINGHAM		KLM		S	A	120	0	4	5.6	46.0	34.7	6.5	2.4	1.6	0.0	0.0	0.0	3.2	6	78.9	7	117				
		BIRMINGHAM		KLM		S	D	120	0	4	0.0	30.6	48.4	9.7	5.6	0.8	0.8	0.8	0.0	0.0	12	70.5	14	116				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2018		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	21	53						
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	62.3	22	53						
BRISTOL	EASYJET UK LTD	S	A	52	0	0	1.9	17.3	34.6	19.2	17.3	5.8	3.8	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0						
BRISTOL	EASYJET UK LTD	S	D	53	0	0	5.7	32.1	37.7	15.1	7.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0						
BRISTOL	KLM	S	A	112	0	0	1.8	38.4	46.4	8.0	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.5	5	112						
BRISTOL	KLM	S	D	113	0	0	0.0	47.8	37.2	9.7	1.8	2.7	0.0	0.9	0.0	0.0	0.0	0.0	9	71.3	12	111						
CARDIFF WALES	KLM	S	A	82	1	4	1.1	51.7	31.0	8.0	1.1	1.1	0.0	0.0	0.0	1.1	4.6	4	87.2	5	84							
CARDIFF WALES	KLM	S	D	81	0	4	0.0	49.4	37.6	4.7	0.0	2.4	0.0	1.2	0.0	0.0	4.7	8	76.7	11	84							
DONCASTER SHEFFIELD	FLYBE LTD	S	A	31	0	0	0.0	71.0	22.6	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	7	31							
DONCASTER SHEFFIELD	FLYBE LTD	S	D	31	0	0	0.0	25.8	71.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	4	31							
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	27	0	0	3.7	51.9	29.6	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	7	82.8	9	29							
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	27	0	0	0.0	14.8	74.1	3.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	10	31							
EAST MIDLANDS INTERNATIONAL	KLM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.0	11	59							
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	74.6	11	59							
EDINBURGH	EASYJET UK LTD	S	A	60	0	0	6.7	38.3	31.7	11.7	6.7	3.3	1.7	0.0	0.0	0.0	0.0	13	0.0	0	0							
EDINBURGH	EASYJET UK LTD	S	D	60	0	0	1.7	41.7	33.3	11.7	8.3	1.7	1.7	0.0	0.0	0.0	0.0	11	0.0	0	0							
EDINBURGH	KLM	S	A	98	0	2	4.0	39.0	40.0	7.0	5.0	1.0	2.0	0.0	0.0	0.0	2.0	10	75.8	9	96							
EDINBURGH	KLM	S	D	97	0	2	3.0	39.4	40.4	10.1	2.0	0.0	3.0	0.0	0.0	0.0	2.0	10	72.4	13	95							
EXETER	FLYBE LTD	S	A	48	0	1	8.2	53.1	20.4	6.1	2.0	6.1	2.0	0.0	0.0	0.0	2.0	12	56.3	28	31							
EXETER	FLYBE LTD	S	D	48	0	1	0.0	40.8	44.9	4.1	4.1	4.1	0.0	0.0	0.0	0.0	2.0	7	83.9	7	31							
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	21	17							
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.8	19	17							
GLASGOW	EASYJET UK LTD	S	A	17	0	0	17.6	41.2	29.4	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0							
GLASGOW	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	47.1	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
GLASGOW	KLM	S	A	65	0	2	4.5	44.8	41.8	6.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	4	78.8	11	82							
GLASGOW	KLM	S	D	65	0	2	0.0	38.8	44.8	10.4	1.5	0.0	1.5	0.0	0.0	0.0	3.0	8	78.8	12	82							
GLASGOW	KLM CITYHOPPER	S	A	31	0	0	3.2	35.5	58.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	14							
GLASGOW	KLM CITYHOPPER	S	D	31	0	0	0.0	45.2	45.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	15	14							
LEEDS BRADFORD	JET2.COM LTD	S	A	26	0	0	0.0	38.5	42.3	7.7	7.7	0.0	0.0	3.8	0.0	0.0	0.0	15	76.9	7	25							
LEEDS BRADFORD	JET2.COM LTD	S	D	26	0	0	0.0	69.2	26.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	5	96.2	1	26							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																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
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	A	85	0	4	1.1	60.7	22.5	4.5	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4.5	5	87.6	6	83					
LEEDS BRADFORD	LEEDS BRADFORD	KLM	S	D	84	0	4	2.3	40.9	36.4	6.8	4.5	1.1	2.3	0.0	1.1	0.0	4.5	14	77.5	13	85						
LIVERPOOL (JOHN LENNON)	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	83.3	11	71						
LIVERPOOL (JOHN LENNON)	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	97.2	1	71						
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	69	0	0	7.2	43.5	29.0	8.7	5.8	1.4	2.9	1.4	0.0	0.0	0.0	15	0.0	0	0						
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	69	0	0	0.0	72.5	18.8	2.9	1.4	2.9	1.4	0.0	0.0	0.0	0.0	8	0.0	0	0						
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	102	0	0	7.8	45.1	34.3	5.9	2.0	2.9	2.0	0.0	0.0	0.0	0.0	9	82.7	8	95						
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	102	0	0	0.0	59.8	35.3	2.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3	90.8	3	95						
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.6	7	199						
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.1	8	199						
GATWICK	GATWICK	EASYJET UK LTD	S	A	199	0	0	15.1	40.7	22.6	8.0	10.1	3.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
GATWICK	GATWICK	EASYJET UK LTD	S	D	199	0	0	0.0	49.2	35.2	6.0	8.5	1.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
HEATHROW	HEATHROW	AIR CANADA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1						
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	267	0	4	25.8	47.6	12.9	5.5	5.2	0.0	0.7	0.7	0.0	0.0	1.5	7	74.4	10	235						
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	267	0	4	0.0	53.9	36.9	4.4	1.8	1.1	0.4	0.0	0.0	0.0	1.5	5	81.8	6	236						
HEATHROW	HEATHROW	KLM	S	A	286	0	13	21.4	42.1	21.7	6.0	3.7	0.3	0.3	0.0	0.0	0.0	4.3	5	72.6	11	301						
HEATHROW	HEATHROW	KLM	S	D	286	0	13	1.7	61.9	24.7	4.3	2.0	0.7	0.3	0.0	0.0	0.0	4.3	4	79.5	8	301						
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	A	122	0	1	13.8	40.7	26.8	11.4	4.1	1.6	0.8	0.0	0.0	0.0	0.8	8	82.4	9	118						
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	D	122	0	1	0.0	44.7	37.4	7.3	5.7	4.1	0.0	0.0	0.0	0.0	0.8	9	78.2	14	118						
LONDON CITY	LONDON CITY	FLYBE LTD	S	A	37	0	0	8.1	51.4	21.6	5.4	5.4	5.4	2.7	0.0	0.0	0.0	0.0	14	78.9	9	37						
LONDON CITY	LONDON CITY	FLYBE LTD	S	D	36	0	1	0.0	13.5	48.6	18.9	13.5	2.7	0.0	0.0	0.0	0.0	2.7	17	60.5	25	38						
LONDON CITY	LONDON CITY	KLM	S	A	210	0	14	12.9	46.4	21.4	8.5	3.1	1.3	0.0	0.0	0.0	0.0	6.3	6	81.9	5	172						
LONDON CITY	LONDON CITY	KLM	S	D	210	0	14	0.0	30.4	40.6	13.4	6.7	2.2	0.4	0.0	0.0	0.0	6.3	11	65.0	15	173						
LUTON	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	81.8	11	185						
LUTON	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	82.9	9	185						
LUTON	LUTON	EASYJET UK LTD	S	A	189	0	0	10.1	42.3	25.4	10.6	7.4	3.2	1.1	0.0	0.0	0.0	0.0	11	0.0	0	0						
LUTON	LUTON	EASYJET UK LTD	S	D	189	0	0	0.0	50.3	33.9	10.1	5.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
LUTON	LUTON	IBERIA	S	A	31	0	0	12.9	35.5	25.8	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
LUTON	LUTON	IBERIA	S	D	22	0	0	0.0	40.9	50.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	10	0.0	0	0						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	VUELING AIRLINES	S	A	26	0	2	10.7	46.4	17.9	0.0	7.1	3.6	3.6	3.6	0.0	0.0	7.1	20	78.9	8	56		
LUTON	VUELING AIRLINES	S	D	34	0	3	0.0	29.7	32.4	5.4	18.9	2.7	0.0	2.7	0.0	0.0	8.1	20	70.2	18	56		
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	74.5	13	108		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	8	108		
STANSTED	EASYJET UK LTD	S	A	111	0	0	9.0	51.4	17.1	10.8	7.2	1.8	2.7	0.0	0.0	0.0	0.0	12	0.0	0	0		
STANSTED	EASYJET UK LTD	S	D	111	0	0	0.0	72.1	18.0	2.7	3.6	2.7	0.0	0.9	0.0	0.0	0.0	7	0.0	0	0		
MANCHESTER	BRITISH AIRWAYS PLC	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.7	17	89		
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	82.0	10	89		
MANCHESTER	EASYJET UK LTD	S	A	92	0	1	5.4	31.2	31.2	8.6	15.1	5.4	1.1	1.1	0.0	0.0	1.1	19	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	92	0	0	0.0	32.6	43.5	12.0	6.5	3.3	1.1	1.1	0.0	0.0	0.0	14	0.0	0	0		
MANCHESTER	FLYBE LTD	S	A	110	0	4	3.5	37.7	36.8	9.6	6.1	1.8	0.9	0.0	0.0	0.0	3.5	10	79.5	11	111		
MANCHESTER	FLYBE LTD	S	D	110	0	4	0.0	21.9	55.3	12.3	6.1	0.9	0.0	0.0	0.0	0.0	3.5	8	83.0	10	111		
MANCHESTER	KLM	S	A	149	0	2	4.6	45.7	35.8	5.3	2.6	4.0	0.7	0.0	0.0	0.0	1.3	8	85.1	6	142		
MANCHESTER	KLM	S	D	149	0	2	0.0	37.7	44.4	4.0	6.6	2.0	2.6	0.0	1.3	0.0	1.3	20	75.0	13	142		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
NEWCASTLE	JET2.COM LTD	C	A	0	0	0	0.0	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		
NEWCASTLE	KLM	S	A	119	0	1	1.7	43.3	40.8	9.2	3.3	0.8	0.0	0.0	0.0	0.0	0.8	6	87.6	5	114		
NEWCASTLE	KLM	S	D	118	0	2	0.0	68.3	22.5	5.0	0.0	1.7	0.8	0.0	0.0	0.0	1.7	5	83.3	8	113		
SOUTHAMPTON	FLYBE LTD	S	A	93	0	1	0.0	29.8	47.9	12.8	4.3	3.2	0.0	1.1	0.0	0.0	1.1	11	89.2	9	101		
SOUTHAMPTON	FLYBE LTD	S	D	94	0	1	0.0	32.6	55.8	3.2	3.2	3.2	1.1	0.0	0.0	0.0	1.1	8	87.4	8	102		
SOUTHAMPTON	KLM	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
SOUTHAMPTON	KLM	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
SOUTHAMPTON	KLM CITYHOPPER	S	A	29	0	0	0.0	48.3	44.8	0.0	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	89.1	5	46		
SOUTHAMPTON	KLM CITYHOPPER	S	D	29	0	0	0.0	41.4	51.7	0.0	3.4	3.4	0.0	0.0	0.0	0.0	0.0	5	80.4	9	46		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	8	57		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.2	8	57		
SOUTHEND	EASYJET UK LTD	S	A	61	0	0	11.5	55.7	21.3	4.9	6.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
SOUTHEND	EASYJET UK LTD	S	D	61	0	0	1.6	72.1	18.0	3.3	4.9	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
SOUTHEND	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	120	0.0	0	0		
SOUTHEND	KLM CITYHOPPER	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE													JAN 2018			
						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)
		TEESSIDE INTERNATIONAL AIRPORT	KLM	S	A	75	0	5	0.0	52.5	31.3	6.3	2.5	1.3	0.0	0.0	0.0	0.0	6.3	5	80.8	6	72	
		TEESSIDE INTERNATIONAL AIRPORT	KLM	S	D	74	0	5	0.0	55.7	27.8	5.1	2.5	1.3	1.3	0.0	0.0	0.0	6.3	7	67.9	18	71	
<b>TOTAL AMSTERDAM</b>						<b>7137</b>	<b>1</b>	<b>152</b>	<b>5.0</b>	<b>44.2</b>	<b>33.6</b>	<b>7.5</b>	<b>4.9</b>	<b>1.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>79.6</b>	<b>10</b>	<b>6994</b>	
ANCONA																								
		GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
		STANSTED	RYANAIR	S	A	20	0	0	5.0	40.0	40.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	8	35.0	26	19		
		STANSTED	RYANAIR	S	D	20	0	0	0.0	20.0	55.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	11	60.0	21	20		
<b>TOTAL ANCONA</b>						<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>30.0</b>	<b>47.5</b>	<b>12.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>48.8</b>	<b>23</b>	<b>40</b>	
ANGERS- MARCE																								
		MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
		MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL ANGERS- MARCE</b>						<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ANGLESEY (VALLEY)																								
		CARDIFF WALES	EASTERN AIRWAYS	S	A	37	0	0	2.7	54.1	32.4	8.1	2.7	0.0	0.0	0.0	0.0	0.0	4	83.3	8	35		
		CARDIFF WALES	EASTERN AIRWAYS	S	D	37	0	0	2.7	59.5	32.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	1	91.4	4	34		
<b>TOTAL ANGLESEY (VALLEY)</b>						<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>56.8</b>	<b>32.4</b>	<b>6.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.3</b>	<b>6</b>	<b>69</b>	
ANKARA (ESENBOGA)																								
		LEEDS BRADFORD	MALETH AERO	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
		GATWICK	THY TURKISH AIRLINES	S	A	7	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	17	0.0	0	0		
		GATWICK	THY TURKISH AIRLINES	S	D	7	0	0	14.3	14.3	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL ANKARA (ESENBOGA)</b>						<b>14</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>13.3</b>	<b>53.3</b>	<b>6.7</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ANTALYA																								
		BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
		BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
		DONCASTER SHEFFIELD	FREEBIRD 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	10	0.0	0	0		
		GLASGOW	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	6	75.0	14	4		
		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	2	100.0	2	4		
		GATWICK	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	19	1		
		GATWICK	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018				
																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
		GATWICK		THOMAS COOK AIRLINES LTD		S A		5 0		0 0		0.0 40.0		40.0 0.0		0.0 0.0		0.0 20.0		0.0 0.0		50 66.7		11 6						
		GATWICK		THOMAS COOK AIRLINES LTD		S D		5 0		0 0		0.0 40.0		40.0 0.0		0.0 0.0		0.0 20.0		0.0 0.0		54 83.3		9 6						
		STANSTED		JET2.COM LTD		S A		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		11 0.0		0 0						
		STANSTED		JET2.COM LTD		S D		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		0 0						
		MANCHESTER		FREEBIRD AIRLINES		C A		2 0		0 0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		0.0 0.0		14 0.0		50 1						
		MANCHESTER		FREEBIRD AIRLINES		C D		3 0		0 0		0.0 0.0		33.3 66.7		0.0 0.0		0.0 0.0		0.0 0.0		20 50.0		28 2						
		MANCHESTER		JET2.COM LTD		S A		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		0 0						
		MANCHESTER		JET2.COM LTD		S D		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		0 0						
		MANCHESTER		THOMAS COOK AIRLINES LTD		S A		14 0		1 6.7		13.3 33.3		33.3 6.7		0.0 0.0		0.0 6.7		0.0 11		80.0 12		10 10						
		MANCHESTER		THOMAS COOK AIRLINES LTD		S D		14 0		0 0		0.0 21.4		57.1 14.3		0.0 0.0		0.0 7.1		0.0 26		90.0 5		10 10						
<b>TOTAL ANTALYA</b>								<b>58 0</b>		<b>1 1.7</b>		<b>27.1 42.4</b>		<b>18.6 3.4</b>		<b>0.0 0.0</b>		<b>0.0 5.1</b>		<b>0.0 0.0</b>		<b>21 76.1</b>		<b>11 46</b>						
ANTIGUA		GATWICK		BRITISH AIRWAYS PLC		S A		5 0		0 0		20.0 60.0		20.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 80.0		20 5						
		GATWICK		BRITISH AIRWAYS PLC		S D		5 0		0 0		0.0 20.0		80.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 40.0		61 5						
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		17 0		1 0.0		44.4 22.2		16.7 5.6		0.0 0.0		5.6 0.0		5.6 90		94.1 4		17 17						
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		18 0		0 0		0.0 27.8		55.6 11.1		5.6 0.0		0.0 0.0		0.0 0.0		8 88.2		7 17						
		MANCHESTER		THOMAS COOK AIRLINES LTD		S A		5 0		0 0		20.0 20.0		40.0 0.0		0.0 0.0		20.0 0.0		0.0 36		0.0 0		0 0						
<b>TOTAL ANTIGUA</b>								<b>50 0</b>		<b>1 3.9</b>		<b>35.3 41.2</b>		<b>9.8 3.9</b>		<b>0.0 2.0</b>		<b>0.0 2.0</b>		<b>0.0 2.0</b>		<b>37 84.1</b>		<b>13 44</b>						
ANTWERP		LONDON CITY		TYROLEAN 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		93.9 3		65 65						
		LONDON CITY		TYROLEAN 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		89.4 6		64 64						
		SOUTHEND		STOBART AIR		S A		15 0		0 0		0.0 40.0		33.3 13.3		13.3 0.0		0.0 0.0		0.0 13		0.0 0		0 0						
		SOUTHEND		STOBART AIR		S D		15 0		0 0		0.0 40.0		20.0 20.0		0.0 0.0		0.0 0.0		0.0 15		0.0 0		0 0						
<b>TOTAL ANTWERP</b>								<b>30 0</b>		<b>0 0.0</b>		<b>40.0 26.7</b>		<b>16.7 16.7</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>14 91.7</b>		<b>5 129</b>						
AQABA		GATWICK		EASYJET UK LTD		S A		4 0		0 0		0.0 0.0		75.0 0.0		25.0 0.0		0.0 0.0		0.0 14		0.0 0		0 0						
		GATWICK		EASYJET UK LTD		S D		4 0		0 0		0.0 50.0		25.0 25.0		0.0 0.0		0.0 0.0		0.0 7		0.0 0		0 0						
<b>TOTAL AQABA</b>								<b>8 0</b>		<b>0 0.0</b>		<b>25.0 50.0</b>		<b>12.5 12.5</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>11 0.0</b>		<b>0 0</b>						
ARRECIFE		BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0		77.8 16		9 9						
		BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0		66.7 12		9 9						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
												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	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	0.0	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0						
BELFAST INTERNATIONAL	EASYJET UK 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	0.0	0	0						
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	10.0	20.0	20.0	10.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	39	90.0	8	10						
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	18	10						
BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	0.0	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	55.6	20	9						
BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	46	33.3	41	9						
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	12	100.0	1	4						
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	2	75.0	9	4						
BIRMINGHAM	JET2.COM LTD	S	A	24	0	0	16.7	41.7	25.0	4.2	8.3	0.0	4.2	0.0	0.0	0.0	0.0	12	86.7	3	15						
BIRMINGHAM	JET2.COM LTD	S	D	24	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	93.3	3	15						
BIRMINGHAM	RYANAIR	S	A	15	0	0	20.0	33.3	20.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	15						
BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	46.7	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	93.3	3	15						
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	7	0	0	0.0	28.6	14.3	14.3	42.9	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	6	5						
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	5						
BIRMINGHAM	TUI AIRWAYS LTD	C	A	11	0	0	9.1	36.4	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9						
BIRMINGHAM	TUI AIRWAYS LTD	C	D	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	8						
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	8						
BOURNEMOUTH	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	100.0	3	8						
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	84.6	8	13						
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	84.6	7	13						
BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
BRISTOL	EASYJET UK 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	5	0.0	0	0						
BRISTOL	RYANAIR	S	A	13	0	0	7.7	38.5	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	73.7	14	19						
BRISTOL	RYANAIR	S	D	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	4	89.5	7	19						
BRISTOL	THOMAS COOK AIRLINES LTD	C	A	8	1	0	0.0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	11.1	0.0	10	75.0	17	8						
BRISTOL	THOMAS COOK AIRLINES LTD	C	D	8	1	0	0.0	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	1	100.0	0	8						
BRISTOL	TUI AIRWAYS LTD	C	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	9	80.0	10	5						
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5						
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	62.5	45	8						
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	75.0	41	8						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	9	0	0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	15	0	0	20.0	40.0	13.3	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	92.3	4	13	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	15	0	0	0.0	53.3	33.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	21	0	0	9.5	38.1	28.6	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	5	18	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	21	0	0	0.0	23.8	47.6	9.5	19.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	8	18	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	11	0	0	18.2	9.1	27.3	18.2	18.2	9.1	0.0	0.0	0.0	0.0	0.0	20	100.0	2	8	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	3	4	
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	0.0	23.1	46.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	8	12	
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	0.0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	4	12	
	EDINBURGH	RYANAIR	S	A	11	0	0	9.1	18.2	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	9	10	
	EDINBURGH	RYANAIR	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	0.0	13	80.0	9	10	
	EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	50.0	9	2	
	EDINBURGH	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	18	100.0	9	1	
	EXETER	TUI AIRWAYS LTD	C	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	8	100.0	2	8	
	EXETER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8	
	GLASGOW	JET2.COM LTD	S	A	17	0	0	47.1	35.3	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	6	14	
	GLASGOW	JET2.COM LTD	S	D	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.9	9	14	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	9	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	22	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	28	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	6	14	
	GLASGOW	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	80.0	18	5	
	GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	22	4	
	LEEDS BRADFORD	JET2.COM LTD	S	A	16	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	2	13	
	LEEDS BRADFORD	JET2.COM LTD	S	D	16	0	0	0.0	43.8	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	7	14	
	LEEDS BRADFORD	RYANAIR	S	A	14	0	0	7.1	14.3	50.0	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	84.6	19	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	14	0	0	0.0	35.7	35.7	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	16	13
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	11	0	0	27.3	18.2	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	11	0	0	0.0	54.5	27.3	18.2	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	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	11	9	
LIVERPOOL (JOHN LENNON)	RYANAIR	S 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	12	55.6	15	9	
GATWICK	BRITISH AIRWAYS PLC	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	0.0	3	76.9	8	13	
GATWICK	BRITISH AIRWAYS PLC	S D	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	0.0	6	69.2	11	13	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.3	7	29	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.1	6	29	
GATWICK	EASYJET UK LTD	S A	33	0	0	6.1	30.3	33.3	15.2	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
GATWICK	EASYJET UK LTD	S D	33	0	0	0.0	30.3	54.5	12.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	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	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	13	
GATWICK	THOMAS COOK AIRLINES LTD	S A	11	0	0	18.2	9.1	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	11	6	
GATWICK	THOMAS COOK AIRLINES LTD	S D	11	0	0	0.0	9.1	63.6	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	15	6	
GATWICK	TUI AIRWAYS LTD	C A	15	0	0	13.3	33.3	20.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	56.3	14	16	
GATWICK	TUI AIRWAYS LTD	C D	14	0	0	0.0	14.3	64.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	73.3	12	15	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	13	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13	
LUTON	EASYJET UK LTD	S A	13	0	0	0.0	53.8	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
LUTON	EASYJET UK LTD	S D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
LUTON	RYANAIR	S A	8	0	0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	13	9	
LUTON	RYANAIR	S D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9	
LUTON	TUI AIRWAYS LTD	C 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	0.0	5	75.0	9	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	0.0	1	75.0	6	4	
STANSTED	JET2.COM LTD	S A	24	0	0	4.2	45.8	20.8	20.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	8	22	
STANSTED	JET2.COM LTD	S D	24	0	0	0.0	58.3	25.0	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	6	22	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	25	0	0	0	4.0	40.0	36.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	24		
STANSTED	RYANAIR	S D	25	0	0	0	0.0	44.0	52.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.8	3	24			
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	100.0	0	1			
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1			
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	28	75.0	6	4			
STANSTED	TUI AIRWAYS LTD	C D	5	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	6	4			
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0	0.0	22.2	44.4	0.0	33.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	25	0	0	0	28.0	40.0	12.0	8.0	8.0	0.0	0.0	4.0	0.0	0.0	15	70.0	28	20			
MANCHESTER	JET2.COM LTD	S D	25	0	0	0	0.0	8.0	76.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	10	84.2	6	19			
MANCHESTER	RYANAIR	S A	28	0	0	0	14.3	35.7	21.4	17.9	3.6	3.6	0.0	3.6	0.0	0.0	17	86.4	4	22			
MANCHESTER	RYANAIR	S D	28	0	0	0	0.0	28.6	53.6	14.3	0.0	0.0	0.0	3.6	0.0	0.0	14	95.5	3	22			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	23	0	1	8.3	16.7	25.0	20.8	12.5	8.3	0.0	4.2	0.0	0.0	4.2	29	56.3	27	16			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	24	0	0	0	0.0	16.7	62.5	12.5	0.0	4.2	0.0	4.2	0.0	0.0	17	88.2	10	17			
MANCHESTER	TUI AIRWAYS LTD	C A	18	0	0	0	5.6	38.9	38.9	0.0	5.6	11.1	0.0	0.0	0.0	0.0	16	68.2	20	22			
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0	0.0	5.6	72.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	16	72.7	20	22			
NEWCASTLE	JET2.COM LTD	S A	15	0	0	0	40.0	20.0	20.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	8	76.9	8	13			
NEWCASTLE	JET2.COM LTD	S D	15	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	8	13			
NEWCASTLE	RYANAIR	S A	9	0	0	0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	7	9			
NEWCASTLE	RYANAIR	S D	9	0	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	44.4	22	9			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	6	0	0	0	0.0	16.7	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	23	60.0	30	5			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	6	0	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	13	80.0	28	5			
NEWCASTLE	TUI AIRWAYS LTD	S A	5	0	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	5	4			
NEWCASTLE	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	10	75.0	8	4			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9			
SOUTHEND	EASYJET UK LTD	S A	8	0	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
SOUTHEND	EASYJET UK LTD	S D	8	0	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			
<b>TOTAL ARRECIFE</b>			<b>1245</b>	<b>2</b>	<b>1</b>	<b>6.3</b>	<b>35.3</b>	<b>37.3</b>	<b>11.9</b>	<b>6.3</b>	<b>2.0</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.1</b>	<b>10</b>	<b>82.1</b>	<b>10</b>	<b>1161</b>			
ARVIDSJAUR	BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	6			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m 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	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
<b>TOTAL ARVIDSJAUR</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>5</b>	<b>7</b>					
ASHKHABAD		BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	22	0	0	0.0	9.1	18.2	13.6	31.8	13.6	13.6	0.0	0.0	0.0	0.0	52	0.0	127	23					
		BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	22	0	0	0.0	9.1	13.6	13.6	40.9	13.6	4.5	4.5	0.0	0.0	0.0	51	9.1	111	22					
		HEATHROW	TURKMENISTAN AIRLINES	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	59	0.0	177	4					
		HEATHROW	TURKMENISTAN AIRLINES	S	D	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	80	0.0	179	4					
<b>TOTAL ASHKHABAD</b>						<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>13.5</b>	<b>15.4</b>	<b>34.6</b>	<b>17.3</b>	<b>9.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>3.6</b>	<b>128</b>	<b>53</b>					
ASTURIAS		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	92.3	18	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	92.3	18	13						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	92.9	3	14						
		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	78.6	15	14						
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	12	14						
<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>90.2</b>	<b>11</b>	<b>82</b>						
ATHENS		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	88.9	6	9						
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9						
		BRISTOL	EASYJET UK 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	13	0.0	0	0						
		BRISTOL	EASYJET UK LTD	S	D	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
		EDINBURGH	AEGEAN AIRLINES	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	15	2						
		EDINBURGH	AEGEAN AIRLINES	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	14	50.0	28	2						
		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	66.7	9	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	88.9	9	9						
		EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
		EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
		GATWICK	AEGEAN AIRLINES	S	A	15	0	0	0.0	60.0	26.7	0.0	6.7	0.0	6.7	0.0	0.0	0.0	13	64.3	14	14						
		GATWICK	AEGEAN AIRLINES	S	D	15	0	0	0.0	6.7	53.3	13.3	6.7	13.3	6.7	0.0	0.0	0.0	26	50.0	18	14						
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	19	25						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	6	25
	GATWICK	EASYJET UK LTD	S	A	26	0	0	11.5	57.7	11.5	3.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	26	0	0	0.0	15.4	65.4	11.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	HEATHROW	AEGEAN AIRLINES	S	A	80	0	0	23.8	40.0	32.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	69.1	11	81
	HEATHROW	AEGEAN AIRLINES	S	D	80	0	0	0.0	42.5	46.3	6.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.3	10	81
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	32.2	29.9	20.7	10.3	4.6	1.1	0.0	1.1	0.0	0.0	0.0	9	64.0	29	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	0.0	39.5	48.8	7.0	2.3	2.3	0.0	0.0	0.0	0.0	0.0	7	80.0	12	75
	LUTON	RYANAIR	S	A	13	0	0	0.0	0.0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	LUTON	RYANAIR	S	D	13	0	0	0.0	0.0	84.6	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	0.0	12.9	32.3	35.5	19.4	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	41.9	51.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	STANSTED	AIR MEDITERRANEAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	19	9
	STANSTED	AIR MEDITERRANEAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	9
	STANSTED	RYANAIR	S	A	52	0	0	21.2	53.8	21.2	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	13	50
	STANSTED	RYANAIR	S	D	52	0	0	0.0	1.9	69.2	25.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	11	48.0	28	50
	MANCHESTER	AEGEAN AIRLINES	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	8	7
	MANCHESTER	AEGEAN AIRLINES	S	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	35	57.1	15	7
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	7	13
	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	92.3	7	13
	MANCHESTER	EASYJET UK LTD	S	A	13	0	0	0.0	61.5	30.8	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	69.2	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL ATHENS</b>					<b>677</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>33.2</b>	<b>40.5</b>	<b>10.2</b>	<b>5.0</b>	<b>0.9</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.4</b>	<b>15</b>	<b>588</b>
ATLANTA																						
	BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) 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	8	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	29.0	35.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	61.3	42	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	51.6	12.9	12.9	3.2	3.2	0.0	0.0	0.0	0.0	19	71.0	17	31
	HEATHROW	DELTA AIRLINES	S	A	45	0	0	20.0	31.1	28.9	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	11	103
	HEATHROW	DELTA AIRLINES	S	D	45	0	0	0.0	60.0	35.6	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.8	8	103
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	32.3	35.5	16.1	9.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	11	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	19.4	48.4	22.6	3.2	3.2	0.0	3.2	0.0	0.0	0.0	22	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	23.1	23.1	46.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	8	14

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	15.4	38.5	15.4	7.7	23.1	0.0	0.0	0.0	0.0	0.0	31	86.7	16	15		
<b>TOTAL ATLANTA</b>					<b>241</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>32.0</b>	<b>36.5</b>	<b>9.1</b>	<b>6.2</b>	<b>2.5</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.1</b>	<b>14</b>	<b>297</b>		
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	29.0	22.6	22.6	6.5	12.9	6.5	0.0	0.0	0.0	0.0	0.0	13	80.6	13	31		
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	32.3	58.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	7	31		
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>27.4</b>	<b>40.3</b>	<b>8.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>62</b>		
AUSTIN (BERGSTROM)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	48.4	29.0	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2	90.3	12	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	32.3	51.6	6.5	6.5	0.0	0.0	0.0	0.0	0.0	3.2	7	90.3	12	31		
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>24.2</b>	<b>30.6</b>	<b>33.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>4</b>	<b>90.3</b>	<b>12</b>	<b>62</b>		
AZORES PONTA DELGADA	STANSTED	RYANAIR	S	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	9	4		
	STANSTED	RYANAIR	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	43	25.0	19	4		
<b>TOTAL AZORES PONTA DELGADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</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>0.0</b>	<b>0.0</b>	<b>33</b>	<b>50.0</b>	<b>14</b>	<b>8</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018				
												NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE										JAN 2018		
												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
BACAU		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	11	8			
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	75	9			
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	20	0	1	9.5	28.6	38.1	14.3	4.8	0.0	0.0	0.0	0.0	4.8	8	57.9	15	19				
		LUTON	BLUE AIR TRANSPORT AERIAN	S	D	20	0	1	0.0	19.0	52.4	19.0	4.8	0.0	0.0	0.0	0.0	4.8	10	57.1	57	21				
<b>TOTAL BACAU</b>						<b>58</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>35.0</b>	<b>40.0</b>	<b>11.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>6</b>	<b>61.4</b>	<b>39</b>	<b>57</b>				
BAGHDAD (GECA)		GATWICK	IRAQI AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0				
		GATWICK	IRAQI AIRWAYS	S	A	8	0	0	25.0	0.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	31	12.5	25	5				
		GATWICK	IRAQI AIRWAYS	S	D	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	21	20.0	28	5				
		MANCHESTER	IRAQI AIRWAYS	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	18	0.0	31	4				
		MANCHESTER	IRAQI AIRWAYS	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	16	50.0	18	4				
<b>TOTAL BAGHDAD (GECA)</b>						<b>23</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>17.4</b>	<b>26.1</b>	<b>8.7</b>	<b>34.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>19.0</b>	<b>26</b>	<b>18</b>				
BAHRAIN		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	51.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	103	32				
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	64.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	9	77.4	16	31				
		HEATHROW	GULF AIR	S	A	62	0	0	6.5	12.9	30.6	21.0	14.5	12.9	0.0	1.6	0.0	0.0	27	58.7	42	63				
		HEATHROW	GULF AIR	S	D	62	0	0	0.0	37.1	43.5	11.3	6.5	0.0	1.6	0.0	0.0	0.0	11	88.7	22	62				
<b>TOTAL BAHRAIN</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>29.0</b>	<b>38.7</b>	<b>12.4</b>	<b>7.5</b>	<b>4.8</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>74.5</b>	<b>41</b>	<b>188</b>				
BAKU (HEYDER ALIYEV INT'L)		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	14	0	0	7.1	28.6	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	16	18				
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	14	0	0	0.0	28.6	35.7	28.6	7.1	0.0	0.0	0.0	0.0	0.0	11	66.7	12	18				
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>50.0</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>61.1</b>	<b>14</b>	<b>36</b>				
BALE MULHOUSE		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	33.3	23	9				
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	22	9				
		BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	10.0	40.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	20	0.0	0	0				
		BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0				
		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	63.6	55	11				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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									
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	63.6	19	11		
EDINBURGH	EASYJET UK LTD	S	A	10	0	0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.6	10	64		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	8	64		
GATWICK	EASYJET UK LTD	S	A	63	0	0	4.8	38.1	30.2	15.9	6.3	4.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
GATWICK	EASYJET UK LTD	S	D	63	0	0	0.0	36.5	44.4	11.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	100	0	1	25.7	49.5	16.8	4.0	0.0	3.0	0.0	0.0	0.0	0.0	1.0	4	84.4	7	108		
HEATHROW	BRITISH AIRWAYS PLC	S	D	100	0	1	0.0	61.4	31.7	2.0	3.0	1.0	0.0	0.0	0.0	0.0	1.0	4	89.9	4	109		
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	78.9	31	19		
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	78.9	18	19		
LUTON	EASYJET UK LTD	S	A	11	0	0	0.0	36.4	18.2	18.2	18.2	0.0	0.0	9.1	0.0	0.0	0.0	34	0.0	0	0		
LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	16.7	50.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	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	71.4	17	21		
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	85.7	7	21		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	35	17		
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	66.7	13	17		
MANCHESTER	EASYJET UK LTD	S	A	19	0	0	0.0	5.3	42.1	21.1	15.8	10.5	5.3	0.0	0.0	0.0	0.0	30	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	19	0	0	0.0	21.1	31.6	15.8	26.3	0.0	5.3	0.0	0.0	0.0	0.0	26	0.0	0	0		
<b>TOTAL BALE MULHOUSE</b>				<b>426</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>42.3</b>	<b>30.6</b>	<b>9.3</b>	<b>6.8</b>	<b>2.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>78.9</b>	<b>12</b>	<b>499</b>		
BALI INTERNATIONAL																							
HEATHROW	GARUDA INDONESIA	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	0.0	27	0.0	0	0		
<b>TOTAL BALI 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>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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BALTIMORE																							
HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	23.3	26.7	26.7	3.3	6.7	10.0	0.0	0.0	0.0	0.0	3.3	15	80.6	15	31		
HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	20.0	53.3	13.3	3.3	3.3	3.3	0.0	0.0	0.0	3.3	15	74.2	14	31		
<b>TOTAL BALTIMORE</b>				<b>58</b>	<b>0</b>	<b>2</b>	<b>11.7</b>	<b>23.3</b>	<b>40.0</b>	<b>8.3</b>	<b>5.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>15</b>	<b>77.4</b>	<b>15</b>	<b>62</b>		
BANDAR SERI BEGAWAN																							
HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	0.0	0.0	12.9	22.6	25.8	29.0	6.5	3.2	0.0	0.0	0.0	60	67.7	13	31		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B			PERCENTAGE OF FLIGHTS LATE							JAN 2018							
										NUMBER OF FLIGHTS			More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
										MAT	UNMAT	CAN															
		HEATHROW		ROYAL BRUNEI AIRLINES		S D				31	0	0	3.2	58.1	29.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	4	89.7	21	29	
<b>TOTAL BANDAR SERI BEGAWAN</b>										<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.0</b>	<b>21.0</b>	<b>14.5</b>	<b>14.5</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>78.3</b>	<b>17</b>	<b>60</b>
BANGALORE (BENGALURU)																											
		HEATHROW		AIR INDIA		S A				14	0	0	0.0	0.0	50.0	14.3	7.1	21.4	7.1	0.0	0.0	0.0	40	0.0	0	0	
		HEATHROW		AIR INDIA		S D				13	0	0	0.0	23.1	38.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
		HEATHROW		BRITISH AIRWAYS PLC		S A				31	0	0	9.7	29.0	12.9	25.8	6.5	6.5	3.2	6.5	0.0	0.0	0.0	36	60.0	33	30
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	12.9	51.6	19.4	9.7	3.2	3.2	0.0	0.0	0.0	18	71.0	19	31	
<b>TOTAL BANGALORE (BENGALURU)</b>										<b>89</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>18.0</b>	<b>36.0</b>	<b>20.2</b>	<b>10.1</b>	<b>6.7</b>	<b>3.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>65.6</b>	<b>26</b>	<b>61</b>
BANGKOK SUVARNABHUMI																											
		HEATHROW		BRITISH AIRWAYS PLC		S A				31	0	0	3.2	29.0	35.5	19.4	9.7	0.0	0.0	0.0	3.2	0.0	0.0	23	67.7	49	31
		HEATHROW		BRITISH AIRWAYS PLC		S D				31	0	0	0.0	25.8	51.6	16.1	6.5	0.0	0.0	0.0	0.0	0.0	9	64.5	27	31	
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S A				62	0	0	17.7	25.8	41.9	9.7	3.2	1.6	0.0	0.0	0.0	0.0	8	64.5	19	61	
		HEATHROW		THAI AIRWAYS INTERNATIONAL		S D				62	0	0	0.0	32.3	56.5	4.8	3.2	1.6	0.0	1.6	0.0	0.0	10	83.9	9	61	
<b>TOTAL BANGKOK SUVARNABHUMI</b>										<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>28.5</b>	<b>47.3</b>	<b>10.8</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>71.5</b>	<b>22</b>	<b>184</b>
BANJUL																											
		BIRMINGHAM		THOMAS COOK AIRLINES LTD		S A				9	0	0	0.0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	33	55.6	28	9
		BIRMINGHAM		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	77.8	12	9
		GATWICK		THOMAS COOK AIRLINES LTD		S A				18	0	0	0.0	5.6	38.9	11.1	11.1	22.2	5.6	0.0	5.6	0.0	0.0	60	50.0	28	18
		GATWICK		THOMAS COOK AIRLINES LTD		S D				18	0	0	0.0	5.6	66.7	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	22	83.3	9	18
		GATWICK		TITAN AIRWAYS LTD		C A				10	0	0	30.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	24	9
		GATWICK		TITAN AIRWAYS LTD		C 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	77.8	8	9
		MANCHESTER		THOMAS COOK AIRLINES LTD		S A				17	0	0	23.5	29.4	11.8	5.9	5.9	11.8	5.9	5.9	0.0	0.0	0.0	38	71.4	28	14
		MANCHESTER		THOMAS COOK AIRLINES LTD		S D				17	0	0	0.0	17.6	52.9	0.0	11.8	5.9	0.0	5.9	5.9	0.0	0.0	56	84.6	9	13
<b>TOTAL BANJUL</b>										<b>107</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>19.6</b>	<b>37.4</b>	<b>9.3</b>	<b>11.2</b>	<b>9.3</b>	<b>2.8</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>70.7</b>	<b>18</b>	<b>99</b>
BARCELONA																											
		BIRMINGHAM		RYANAIR		S A				31	0	0	6.5	29.0	64.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	8	31	
		BIRMINGHAM		RYANAIR		S D				31	0	0	0.0	0.0	38.7	58.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	17	51.6	20	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BIRMINGHAM	VUELING AIRLINES	S	A	14	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	7	2
BIRMINGHAM	BIRMINGHAM	VUELING AIRLINES	S	D	14	0	0	0.0	0.0	71.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	16	50.0	22	2
BRISTOL	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	72.2	15	36
BRISTOL	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	80.6	15	36
BRISTOL	BRISTOL	EASYJET UK LTD	S	A	35	0	0	0.0	31.4	42.9	22.9	2.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BRISTOL	BRISTOL	EASYJET UK LTD	S	D	35	0	0	0.0	62.9	28.6	5.7	2.9	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
BRISTOL	BRISTOL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
EDINBURGH	EDINBURGH	RYANAIR	S	A	26	0	0	0.0	42.3	30.8	23.1	3.8	0.0	0.0	0.0	0.0	0.0	8	69.6	10	23	
EDINBURGH	EDINBURGH	RYANAIR	S	D	26	0	0	0.0	42.3	50.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	3	95.7	4	23	
EDINBURGH	EDINBURGH	VUELING AIRLINES	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	60.0	18	5	
EDINBURGH	EDINBURGH	VUELING AIRLINES	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	20.0	36	5	
GLASGOW	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2	
GLASGOW	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	100.0	2	2	
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	12	2	
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2	
LIVERPOOL (JOHN LENNON)	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	95.2	4	21	
LIVERPOOL (JOHN LENNON)	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	85.7	6	21	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	44.4	38.9	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	18	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	11.8	11.8	47.1	17.6	5.9	5.9	0.0	0.0	0.0	0.0	14	63.2	13	19	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	23.5	47.1	11.8	11.8	0.0	0.0	0.0	5.9	0.0	32	83.3	8	18	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	18.2	42.4	33.3	3.0	3.0	0.0	0.0	0.0	0.0	0.0	4	92.9	5	28	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	66.7	27.3	3.0	0.0	3.0	0.0	0.0	0.0	0.0	3	89.3	4	28	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	4	121	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	6	121	
GATWICK	GATWICK	EASYJET UK LTD	S	A	119	0	0	23.5	50.4	14.3	5.9	0.8	4.2	0.8	0.0	0.0	0.0	7	0.0	0	0	
GATWICK	GATWICK	EASYJET UK LTD	S	D	119	0	0	0.8	46.2	40.3	6.7	3.4	2.5	0.0	0.0	0.0	0.0	7	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	62	0	0	0	4.8	41.9	33.9	14.5	1.6	3.2	0.0	0.0	0.0	0.0	0.0	8	71.0	14	31		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	62	0	0	0	1.6	41.9	37.1	8.1	8.1	3.2	0.0	0.0	0.0	0.0	0.0	9	54.8	27	31		
GATWICK	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
GATWICK	VUELING AIRLINES	S A	129	0	0	0	7.8	38.8	35.7	11.6	2.3	3.9	0.0	0.0	0.0	0.0	0.0	9	85.3	5	109		
GATWICK	VUELING AIRLINES	S D	129	0	0	0	0.0	32.6	38.8	12.4	8.5	6.2	1.6	0.0	0.0	0.0	0.0	16	86.2	8	109		
HEATHROW	BRITISH AIRWAYS PLC	S A	207	0	2	12.4	51.7	26.3	5.7	1.4	1.0	0.5	0.0	0.0	0.0	1.0	5	80.7	8	174			
HEATHROW	BRITISH AIRWAYS PLC	S D	207	0	2	0.0	59.8	33.5	1.9	2.4	1.0	0.5	0.0	0.0	0.0	1.0	4	86.9	6	174			
HEATHROW	VUELING AIRLINES	S A	31	0	0	0	16.1	32.3	29.0	12.9	6.5	3.2	0.0	0.0	0.0	0.0	9	75.0	11	48			
HEATHROW	VUELING AIRLINES	S D	31	0	0	0	0.0	32.3	38.7	12.9	9.7	6.5	0.0	0.0	0.0	0.0	15	75.0	12	48			
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	89.2	7	93			
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	88.2	7	93			
LUTON	EASYJET UK LTD	S A	95	0	0	0	15.8	48.4	25.3	7.4	2.1	1.1	0.0	0.0	0.0	0.0	5	0.0	0	0			
LUTON	EASYJET UK LTD	S D	95	0	0	0	0.0	40.0	45.3	10.5	4.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
LUTON	RYANAIR	S A	31	0	0	0	38.7	51.6	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
LUTON	RYANAIR	S D	31	0	0	0	0.0	19.4	77.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
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	85.7	7	42			
LUTON	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	85.7	9	42			
STANSTED	RYANAIR	S A	138	0	0	0	5.1	37.0	44.9	7.2	4.3	1.4	0.0	0.0	0.0	0.0	7	74.8	10	102			
STANSTED	RYANAIR	S D	138	0	0	0	0.0	5.1	46.4	29.0	15.2	4.3	0.0	0.0	0.0	0.0	20	56.3	24	103			
MANCHESTER	EASYJET UK LTD	S A	9	0	0	0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S D	9	0	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	9	0	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	88.9	2	8			
MANCHESTER	JET2.COM LTD	S D	9	0	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9			
MANCHESTER	RYANAIR	S A	31	0	0	0	3.2	25.8	35.5	22.6	9.7	0.0	0.0	3.2	0.0	0.0	20	76.7	10	30			
MANCHESTER	RYANAIR	S D	31	0	0	0	0.0	19.4	48.4	22.6	6.5	0.0	0.0	3.2	0.0	0.0	19	93.3	5	30			
MANCHESTER	VUELING AIRLINES	S A	23	0	1	0.0	4.2	50.0	29.2	12.5	0.0	0.0	0.0	0.0	0.0	4.2	15	84.6	5	13			
MANCHESTER	VUELING AIRLINES	S D	23	0	0	0	0.0	0.0	34.8	30.4	26.1	8.7	0.0	0.0	0.0	0.0	29	76.9	7	13			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	11			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	9	11			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE		EASYJET UK LTD		S	A	11	0	0	0	9.1	45.5	27.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
NEWCASTLE		EASYJET UK LTD		S	D	11	0	0	0	0.0	27.3	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
SOUTHEND		EASYJET AIRLINE COMPANY LTD		S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
SOUTHEND		EASYJET AIRLINE COMPANY LTD		S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9					
SOUTHEND		EASYJET UK LTD		S	A	9	0	0	0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0					
SOUTHEND		EASYJET UK LTD		S	D	9	0	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
<b>TOTAL BARCELONA</b>						<b>2183</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>39.9</b>	<b>36.0</b>	<b>10.6</b>	<b>4.8</b>	<b>2.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>81.5</b>	<b>9</b>	<b>1923</b>					
BARDUFOSS		BRISTOL		ENTER 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	47	0.0	0	0					
BARDUFOSS		EXETER		ENTER AIR	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	31	0.0	0	0					
<b>TOTAL BARDUFOSS</b>						<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
BARI (PALESE)		GATWICK		EASYJET UK LTD	S	A	9	0	0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
BARI (PALESE)		GATWICK		EASYJET UK LTD	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	2	0.0	0	0					
BARI (PALESE)		LUTON		WIZZ AIR UK 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	6	0.0	0	0					
BARI (PALESE)		LUTON		WIZZ AIR UK LTD	S	D	9	0	0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
BARI (PALESE)		STANSTED		RYANAIR	S	A	35	0	0	8.6	37.1	40.0	5.7	8.6	0.0	0.0	0.0	0.0	0.0	7	73.5	10	34					
BARI (PALESE)		STANSTED		RYANAIR	S	D	35	0	0	0.0	34.3	60.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	6	88.2	7	34					
<b>TOTAL BARI (PALESE)</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>43.4</b>	<b>41.5</b>	<b>6.6</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.9</b>	<b>9</b>	<b>68</b>					
BARRA		GLASGOW		LOGANAIR LTD	S	A	42	0	8	6.0	30.0	30.0	6.0	6.0	2.0	2.0	2.0	0.0	0.0	16.0	19	74.1	11	47				
BARRA		GLASGOW		LOGANAIR LTD	S	D	42	0	6	2.1	27.1	37.5	8.3	6.3	2.1	2.1	2.1	0.0	0.0	12.5	21	71.7	12	47				
<b>TOTAL BARRA</b>						<b>84</b>	<b>0</b>	<b>14</b>	<b>4.1</b>	<b>28.6</b>	<b>33.7</b>	<b>7.1</b>	<b>6.1</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>20</b>	<b>72.9</b>	<b>11</b>	<b>94</b>					
BEAUVAIS		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	100.0	8	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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>					
BEIJING		EDINBURGH		HAINAN AIRLINES	S	A	9	0	0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
BEIJING		EDINBURGH		HAINAN AIRLINES	S	D	9	0	0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
BEIJING		HEATHROW		AIR CHINA	S	A	74	0	0	29.7	28.4	23.0	14.9	4.1	0.0	0.0	0.0	0.0	0.0	6	61.3	19	62					
BEIJING		HEATHROW		AIR CHINA	S	D	74	0	0	1.4	50.0	33.8	9.5	5.4	0.0	0.0	0.0	0.0	0.0	5	90.3	7	62					
BEIJING		HEATHROW		BRITISH AIRWAYS PLC	S	A	31	0	0	51.6	19.4	22.6	0.0	0.0	0.0	6.5	0.0	0.0	0.0	10	87.1	10	31					
BEIJING		HEATHROW		BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	35.5	48.4	3.2	6.5	3.2	0.0	3.2	0.0	0.0	15	87.1	15	31					
BEIJING		MANCHESTER		HAINAN AIRLINES	S	A	14	0	0	50.0	7.1	14.3	14.3	7.1	0.0	7.1	0.0	0.0	0.0	16	85.7	5	14					
BEIJING		MANCHESTER		HAINAN AIRLINES	S	D	14	0	0	0.0	35.7	35.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	6	14					
<b>TOTAL BEIJING</b>						<b>256</b>	<b>0</b>	<b>0</b>	<b>20.3</b>	<b>34.8</b>	<b>28.5</b>	<b>10.2</b>	<b>4.3</b>	<b>0.4</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.4</b>	<b>12</b>	<b>214</b>					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BEIRUT	LIVERPOOL (JOHN LENNON)	ALMASRIA UNIVERSAL 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	46	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	56.5	21.7	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	74.1	9	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	31.8	45.5	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	85.2	8	27
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	21.0	35.5	35.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	53.2	19	62
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	62	0	0	12.9	46.8	33.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	61.3	15	62
<b>TOTAL BEIRUT</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>37.3</b>	<b>33.7</b>	<b>5.9</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>4</b>	<b>63.7</b>	<b>14</b>	<b>179</b>
BELFAST CITY (GEORGE BEST)	ABERDEEN	FLYBE LTD	S	A	20	0	0	5.0	70.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	6	30
	ABERDEEN	FLYBE LTD	S	D	20	0	0	0.0	70.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	5	30
	BIRMINGHAM	FLYBE LTD	S	A	170	0	0	5.9	58.8	25.9	4.1	4.1	0.6	0.6	0.0	0.0	0.0	0.0	5	90.9	4	150
	BIRMINGHAM	FLYBE LTD	S	D	171	0	0	0.0	28.7	48.5	12.3	8.2	1.8	0.6	0.0	0.0	0.0	0.0	11	85.1	7	151
	CARDIFF WALES	FLYBE LTD	S	A	45	0	0	8.9	44.4	28.9	6.7	4.4	6.7	0.0	0.0	0.0	0.0	0.0	10	75.5	15	52
	CARDIFF WALES	FLYBE LTD	S	D	45	0	0	0.0	44.4	42.2	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	8	84.9	8	53
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	19	0	0	0.0	15.8	68.4	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	1
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	19	0	0	0.0	36.8	57.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	92	0	0	10.9	72.8	15.2	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1	94.2	2	86
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	92	0	0	1.1	50.0	43.5	1.1	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	92.0	4	87
	EDINBURGH	FLYBE LTD	S	A	99	0	0	7.1	62.6	17.2	5.1	3.0	4.0	1.0	0.0	0.0	0.0	0.0	8	87.2	10	107
	EDINBURGH	FLYBE LTD	S	D	98	0	1	1.0	51.5	34.3	5.1	3.0	2.0	2.0	0.0	0.0	0.0	1.0	9	87.2	9	108
	EXETER	FLYBE LTD	S	A	20	0	0	5.0	50.0	35.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	18
	EXETER	FLYBE LTD	S	D	20	0	0	0.0	30.0	50.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	12	100.0	0	18
	GLASGOW	FLYBE LTD	S	A	90	0	0	15.6	67.8	7.8	5.6	1.1	2.2	0.0	0.0	0.0	0.0	0.0	4	87.6	9	108
	GLASGOW	FLYBE LTD	S	D	90	0	0	0.0	57.8	30.0	2.2	5.6	3.3	1.1	0.0	0.0	0.0	0.0	8	85.7	9	107
	ISLE OF MAN	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	54.5	22	21
	ISLE OF MAN	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	54.5	17	21
	LEEDS BRADFORD	FLYBE LTD	S	A	94	0	1	8.4	63.2	23.2	2.1	1.1	1.1	0.0	0.0	0.0	0.0	1.1	3	86.2	6	106
	LEEDS BRADFORD	FLYBE LTD	S	D	94	0	1	0.0	51.6	34.7	7.4	3.2	2.1	0.0	0.0	0.0	0.0	1.1	6	82.6	6	105

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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)	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	2	17		
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	17		
	HEATHROW	AER LINGUS	S	A	93	0	0	52.7	39.8	3.2	1.1	3.2	0.0	0.0	0.0	0.0	0.0	2	85.4	7	88		
	HEATHROW	AER LINGUS	S	D	93	0	0	3.2	77.4	11.8	6.5	1.1	0.0	0.0	0.0	0.0	0.0	3	87.8	6	89		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	2	59.2	29.2	6.7	0.0	0.8	2.5	0.0	0.0	0.0	1.7	3	87.4	8	119		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	2	0.0	65.8	26.7	3.3	1.7	0.8	0.0	0.0	0.0	1.7	3	89.1	5	119		
	LONDON CITY	FLYBE LTD	S	A	148	0	0	21.6	55.4	12.2	4.1	4.1	2.0	0.7	0.0	0.0	0.0	6	87.0	7	90		
	LONDON CITY	FLYBE LTD	S	D	146	0	4	0.0	38.0	38.7	11.3	4.0	4.7	0.7	0.0	0.0	2.7	11	73.4	14	91		
	MANCHESTER	FLYBE LTD	S	A	169	0	3	4.1	50.0	32.6	2.9	4.1	4.1	0.6	0.0	0.0	1.7	8	87.8	7	177		
	MANCHESTER	FLYBE LTD	S	D	169	0	3	0.0	23.8	56.4	8.1	5.2	4.7	0.0	0.0	0.0	1.7	11	85.6	8	176		
	SOUTHAMPTON	FLYBE LTD	S	A	67	0	0	11.9	46.3	28.4	4.5	4.5	4.5	0.0	0.0	0.0	0.0	7	92.7	6	80		
	SOUTHAMPTON	FLYBE LTD	S	D	67	0	0	0.0	41.8	41.8	9.0	3.0	4.5	0.0	0.0	0.0	0.0	8	89.0	6	80		
	SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1		
	SOUTHEND	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
	TEESSIDE INTERNATIONAL AIRPORT	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	7	0.0	0	0		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2489</b>	<b>0</b>	<b>17</b>	<b>9.1</b>	<b>49.4</b>	<b>29.3</b>	<b>5.1</b>	<b>3.6</b>	<b>2.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>86.6</b>	<b>7</b>	<b>2503</b>	
BELFAST INTERNATIONAL																							
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
	BIRMINGHAM	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	85.3	8	75		
	BIRMINGHAM	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	74.7	13	75		
	BIRMINGHAM	EASYJET UK LTD	S	A	77	0	0	2.6	64.9	20.8	3.9	2.6	5.2	0.0	0.0	0.0	0.0	7	0.0	0	0		
	BIRMINGHAM	EASYJET UK LTD	S	D	77	0	0	0.0	35.1	49.4	7.8	0.0	7.8	0.0	0.0	0.0	0.0	10	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	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	11	0.0	0	0		
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	86	2		
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.3	9	76		
	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	78.9	8	76		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET UK LTD	S A	83	0	0	0	2.4	42.2	25.3	10.8	14.5	2.4	2.4	0.0	0.0	0.0	0.0	16	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	85	0	0	0	20.0	36.5	24.7	7.1	7.1	4.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
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	80.2	9	86		
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	77.9	10	86		
EDINBURGH	EASYJET UK LTD	S A	87	0	0	0	5.7	54.0	26.4	6.9	3.4	2.3	1.1	0.0	0.0	0.0	0.0	9	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S D	88	0	0	0	1.1	55.7	26.1	5.7	8.0	3.4	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	9	94		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.1	9	94		
GLASGOW	EASYJET UK LTD	S A	91	0	0	0	4.4	65.9	15.4	5.5	5.5	2.2	1.1	0.0	0.0	0.0	0.0	8	0.0	0	0		
GLASGOW	EASYJET UK LTD	S D	91	0	0	0	3.3	61.5	19.8	9.9	4.4	0.0	1.1	0.0	0.0	0.0	0.0	6	0.0	0	0		
ISLE OF MAN	EASYJET UK LTD	S A	8	0	0	0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
ISLE OF MAN	EASYJET UK LTD	S D	8	0	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.6	4	166		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.6	3	166		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	176	0	1	4.5	66.1	17.5	2.8	2.8	2.3	1.7	1.7	0.0	0.0	0.6	12	0.0	0	0			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	179	0	0	5.0	71.5	12.3	3.4	3.9	1.1	1.7	1.1	0.0	0.0	0.0	9	0.0	0	0			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	171		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.8	10	170		
GATWICK	EASYJET UK LTD	S A	170	0	0	12.4	47.6	20.6	7.1	8.8	0.6	1.2	1.8	0.0	0.0	0.0	12	0.0	0	0			
GATWICK	EASYJET UK LTD	S D	170	0	0	0.6	44.1	31.8	10.6	8.8	2.4	1.8	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	0	0.0	126	1		
HEATHROW	BRITISH AIRWAYS PLC	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1		
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.9	8	106		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.4	5	105		
LUTON	EASYJET UK LTD	S A	111	0	0	13.5	54.1	15.3	6.3	8.1	1.8	0.0	0.9	0.0	0.0	0.0	9	0.0	0	0			
LUTON	EASYJET UK LTD	S D	111	0	0	0.9	64.9	19.8	5.4	5.4	3.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.0	9	118		
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	11	119		
STANSTED	EASYJET UK LTD	S A	122	0	0	6.6	53.3	22.1	4.9	6.6	3.3	3.3	0.0	0.0	0.0	0.0	13	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													JAN 2018			
						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)
STANSTED	EASYJET UK LTD	S	D	122	0	0	0.0	51.6	26.2	8.2	8.2	2.5	3.3	0.0	0.0	0.0	0.0	14	0.0	0	0			
STANSTED	RYANAIR	S	A	92	0	0	50.0	41.3	5.4	0.0	0.0	2.2	0.0	1.1	0.0	0.0	0.0	4	0.0	0	0			
STANSTED	RYANAIR	S	D	92	0	0	0.0	58.7	28.3	8.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	9	77			
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	77.9	11	77			
MANCHESTER	EASYJET UK LTD	S	A	111	0	1	5.4	49.1	20.5	5.4	12.5	2.7	0.0	3.6	0.0	0.0	0.9	17	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S	D	111	0	1	0.9	47.3	22.3	10.7	13.4	1.8	0.0	2.7	0.0	0.0	0.9	17	0.0	0	0			
MANCHESTER	RYANAIR	S	A	61	0	0	45.9	42.6	9.8	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	5	0.0	0	0			
MANCHESTER	RYANAIR	S	D	61	0	0	0.0	52.5	37.7	3.3	1.6	1.6	0.0	3.3	0.0	0.0	0.0	13	0.0	0	0			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	78			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.7	5	78			
NEWCASTLE	EASYJET UK LTD	S	A	77	0	0	0.0	40.3	36.4	18.2	3.9	0.0	1.3	0.0	0.0	0.0	0.0	11	0.0	0	0			
NEWCASTLE	EASYJET UK LTD	S	D	76	0	0	1.3	60.5	30.3	6.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
<b>TOTAL BELFAST INTERNATIONAL</b>				<b>2542</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>53.3</b>	<b>22.8</b>	<b>6.6</b>	<b>5.9</b>	<b>2.2</b>	<b>1.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>10</b>	<b>83.5</b>	<b>8</b>	<b>2100</b>			
BELGRADE																								
HEATHROW	AIR SERBIA	S	A	31	0	0	12.9	29.0	38.7	12.9	0.0	3.2	0.0	3.2	0.0	0.0	0.0	14	61.3	16	31			
HEATHROW	AIR SERBIA	S	D	31	0	0	0.0	38.7	38.7	16.1	0.0	3.2	0.0	3.2	0.0	0.0	0.0	15	74.2	10	31			
LUTON	WIZZ AIR	S	A	14	0	0	35.7	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	16	13			
LUTON	WIZZ AIR	S	D	14	0	0	0.0	50.0	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	38.5	28	13			
<b>TOTAL BELGRADE</b>				<b>90</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>37.8</b>	<b>31.1</b>	<b>14.4</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.5</b>	<b>15</b>	<b>88</b>			
BENAZIR BHUTTO INTERNATIONAL AIRPORT																								
BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	14	0	0	14.3	50.0	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	15	13			
BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	0	0.0	14.3	57.1	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	25	69.2	13	13			
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	57	0.0	43	1			
HEATHROW	PAKISTAN INTL AIRLINES	S	A	21	0	0	4.8	38.1	38.1	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	16	22			
HEATHROW	PAKISTAN INTL AIRLINES	S	D	22	0	0	0.0	4.5	59.1	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	90.9	8	22			
MANCHESTER	PAKISTAN INTL AIRLINES	S	A	31	0	0	12.9	38.7	32.3	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	67.7	31	31			
MANCHESTER	PAKISTAN INTL AIRLINES	S	D	31	0	0	0.0	25.8	45.2	6.5	12.9	6.5	0.0	0.0	3.2	0.0	0.0	30	74.2	30	31			
<b>TOTAL BENAZIR BHUTTO INTERNATIONAL AIRPORT</b>				<b>134</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>28.4</b>	<b>40.3</b>	<b>11.9</b>	<b>9.7</b>	<b>3.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>72.9</b>	<b>21</b>	<b>133</b>			
BENBECULA																								
EDINBURGH	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	17	13			



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		Origin/Destinations: B																	JAN 2018			
		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	
EDINBURGH	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	9	13	
GLASGOW	LOGANAIR LTD	S	A	40	0	0	5.0	52.5	12.5	7.5	5.0	10.0	7.5	0.0	0.0	0.0	0.0	25	65.8	31	37	
GLASGOW	LOGANAIR LTD	S	D	39	0	0	0.0	51.3	25.6	2.6	7.7	2.6	7.7	0.0	0.0	0.0	0.0	29	68.4	26	37	
<b>TOTAL BENBECULA</b>				<b>79</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>51.9</b>	<b>19.0</b>	<b>5.1</b>	<b>6.3</b>	<b>6.3</b>	<b>5.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.6</b>	<b>24</b>	<b>100</b>	
BERGAMO																						
BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	165	77.8	17	9	
BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	42	77.8	14	9	
BRISTOL	RYANAIR	S	A	15	0	0	0.0	33.3	60.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	10	13	
BRISTOL	RYANAIR	S	D	15	0	0	0.0	60.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	69.2	15	13	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	15	0	0	6.7	6.7	33.3	13.3	33.3	6.7	0.0	0.0	0.0	0.0	0.0	27	53.8	15	13	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	15	0	0	0.0	13.3	13.3	6.7	60.0	6.7	0.0	0.0	0.0	0.0	0.0	34	46.2	22	13	
EDINBURGH	RYANAIR	S	A	22	0	0	4.5	40.9	45.5	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	20	34.8	22	23	
EDINBURGH	RYANAIR	S	D	22	0	0	0.0	50.0	31.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	56.5	12	23	
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	83.3	4	12	
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	91.7	33	12	
STANSTED	RYANAIR	S	A	122	0	1	8.1	50.4	26.0	6.5	7.3	0.8	0.0	0.0	0.0	0.0	0.8	6	83.8	9	105	
STANSTED	RYANAIR	S	D	122	0	1	0.0	7.3	50.4	18.7	17.9	4.9	0.0	0.0	0.0	0.0	0.8	19	53.3	21	105	
MANCHESTER	RYANAIR	S	A	31	0	0	0.0	3.2	41.9	29.0	19.4	6.5	0.0	0.0	0.0	0.0	0.0	23	64.5	20	31	
MANCHESTER	RYANAIR	S	D	31	0	0	0.0	12.9	38.7	16.1	19.4	9.7	0.0	3.2	0.0	0.0	0.0	32	77.4	10	31	
<b>TOTAL BERGAMO</b>				<b>428</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>27.7</b>	<b>38.4</b>	<b>13.0</b>	<b>13.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>66.5</b>	<b>16</b>	<b>412</b>	
BERGEN																						
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	44	0	5	2.0	38.8	36.7	4.1	4.1	4.1	0.0	0.0	0.0	0.0	10.2	10	77.6	17	49	
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	44	0	5	4.1	40.8	34.7	2.0	4.1	4.1	0.0	0.0	0.0	0.0	10.2	8	81.6	15	49	
BRISTOL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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	0.0	0	0	
LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GATWICK	FAI FLIGHT-AMBULANCE SERVICE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
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	1	1									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	0.0	0	75.0	4	4									
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	54	0	0	22.2	35.2	20.4	7.4	7.4	5.6	1.9	0.0	0.0	0.0	0.0	0.0	14	75.5	16	53									
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	54	0	0	0.0	50.0	24.1	9.3	5.6	9.3	1.9	0.0	0.0	0.0	0.0	0.0	17	67.9	18	53									
GATWICK	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
MANCHESTER	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	0	1									
MANCHESTER	LOGANAIR LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
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	0.0	0.0	4	0.0	0	0									
MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	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	0.0	0	0.0	0	0									
<b>TOTAL BERGEN</b>				<b>213</b>	<b>0</b>	<b>10</b>	<b>7.6</b>	<b>39.9</b>	<b>30.5</b>	<b>6.3</b>	<b>4.9</b>	<b>5.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>12</b>	<b>75.8</b>	<b>16</b>	<b>215</b>									
BERGERAC																															
STANSTED	RYANAIR	S	A	14	0	0	35.7	14.3	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	9	14									
STANSTED	RYANAIR	S	D	15	0	0	0.0	33.3	46.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	64.3	12	14									
SOUTHAMPTON	FLYBE LTD	S	A	12	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	9	14									
SOUTHAMPTON	FLYBE LTD	S	D	12	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.6	6	14									
<b>TOTAL BERGERAC</b>				<b>53</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>35.8</b>	<b>39.6</b>	<b>7.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>78.6</b>	<b>9</b>	<b>56</b>									
BERLIN (TEGEL)																															
BIRMINGHAM	FLYBE LTD	S	A	27	0	0	3.7	22.2	33.3	11.1	18.5	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22	92.3	3	39									
BIRMINGHAM	FLYBE LTD	S	D	27	0	0	0.0	14.8	40.7	11.1	18.5	14.8	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	3	39									
CARDIFF WALES	FLYBE LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	13	13									
CARDIFF WALES	FLYBE LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	14	13									
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	100.0	0	2									
DONCASTER SHEFFIELD	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2									
EDINBURGH	EASYJET UK LTD	S	A	20	0	0	15.0	30.0	30.0	0.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0									
EDINBURGH	EASYJET UK LTD	S	D	20	0	0	0.0	30.0	45.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0									
GATWICK	EASYJET UK LTD	S	A	81	0	0	17.3	28.4	24.7	17.3	8.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0									
GATWICK	EASYJET UK LTD	S	D	81	0	0	0.0	42.0	51.9	4.9	1.2	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	205	0	1	25.2	41.7	20.4	8.3	3.4	0.5	0.0	0.0	0.0	0.0	0.5	5	76.8	9	199										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	206	0	1	0.0	62.3	32.4	2.4	1.9	0.5	0.0	0.0	0.0	0.0	0.5	3	89.7	4	200	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	85	0	0	25.9	42.4	24.7	4.7	1.2	1.2	0.0	0.0	0.0	0.0	0.0	4	76.0	11	75	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	85	0	0	0.0	54.1	30.6	10.6	3.5	1.2	0.0	0.0	0.0	0.0	0.0	6	85.3	9	75	
	LONDON CITY	BA CITYFLYER LTD	S	A	67	0	0	10.4	47.8	28.4	9.0	1.5	3.0	0.0	0.0	0.0	0.0	0.0	6	76.9	13	64	
	LONDON CITY	BA CITYFLYER LTD	S	D	68	0	0	0.0	36.8	48.5	5.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	65.2	19	66	
	LUTON	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	STANSTED	BA CITYFLYER LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	46	0.0	76	4	
<b>TOTAL BERLIN (TEGEL)</b>					<b>985</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>44.1</b>	<b>31.4</b>	<b>7.5</b>	<b>4.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>7</b>	<b>81.7</b>	<b>9</b>	<b>795</b>	
BERLIN BRANDENBURG																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	10	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	5	10	
	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	80.0	12	20	
	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	85.0	11	20	
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	0.0	15.8	31.6	5.3	36.8	0.0	5.3	5.3	0.0	0.0	0.0	38	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	0.0	45.0	25.0	10.0	10.0	0.0	5.0	5.0	0.0	0.0	0.0	28	0.0	0	0	
	CARDIFF WALES	EASYJET UK LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	0.0	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	55	73.3	12	15	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	86.7	4	15	
	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	61.5	14	13	
	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	53.8	16	13	
	EDINBURGH	RYANAIR	S	A	27	0	0	0.0	14.8	40.7	22.2	11.1	7.4	0.0	0.0	3.7	0.0	0.0	33	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	27	0	0	0.0	48.1	48.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	6	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	5	31	
	GLASGOW	EASYJET UK LTD	S	A	20	0	0	5.0	35.0	45.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	D	20	0	0	0.0	55.0	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	12	27	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.3	21	27	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	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	73.3	9	15	
	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	86.7	8	15	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	11	0	0	9.1	36.4	36.4	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	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	102	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.2	8	101	
	GATWICK	EASYJET 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	11	0.0	0	0	
	GATWICK	EASYJET UK 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	6	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	42	0	0	19.0	50.0	21.4	2.4	4.8	0.0	0.0	2.4	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	42	0	0	0.0	21.4	38.1	16.7	16.7	4.8	0.0	2.4	0.0	0.0	0.0	21	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.1	6	36	
	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	94.4	4	36	
	LUTON	EASYJET UK LTD	S	A	42	0	0	28.6	21.4	26.2	14.3	7.1	0.0	0.0	2.4	0.0	0.0	0.0	13	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	42	0	0	0.0	57.1	31.0	9.5	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	STANSTED	RYANAIR	S	A	118	0	2	13.3	35.8	26.7	11.7	9.2	0.8	0.0	0.8	0.0	0.0	1.7	11	79.6	12	108	
	STANSTED	RYANAIR	S	D	120	0	1	0.0	14.9	52.9	14.0	14.0	2.5	0.0	0.8	0.0	0.0	0.8	17	63.9	15	108	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	5	58	
	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	86.2	9	58	
	MANCHESTER	EASYJET UK LTD	S	A	51	0	0	3.9	31.4	35.3	15.7	9.8	2.0	0.0	2.0	0.0	0.0	0.0	16	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	51	0	0	0.0	51.0	37.3	3.9	5.9	0.0	0.0	2.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	31	0	0	3.2	29.0	29.0	12.9	12.9	9.7	0.0	3.2	0.0	0.0	0.0	25	80.6	12	31	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	6.5	38.7	19.4	22.6	3.2	6.5	3.2	0.0	0.0	0.0	35	51.6	20	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	14	9	
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	NEWCASTLE	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL BERLIN BRANDENBURG</b>					<b>785</b>	<b>1</b>	<b>3</b>	<b>5.4</b>	<b>32.1</b>	<b>36.0</b>	<b>11.5</b>	<b>10.4</b>	<b>1.9</b>	<b>0.6</b>	<b>1.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.4</b>	<b>15</b>	<b>78.8</b>	<b>10</b>	<b>953</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: B										JAN 2018									
								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		
BERMUDA		GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	4.5	50.0	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	6	77.3	20	21					
		GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	4.3	56.5	30.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	3	77.3	25	21					
<b>TOTAL BERMUDA</b>						<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>53.3</b>	<b>31.1</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.3</b>	<b>22</b>	<b>42</b>					
BERNE		LONDON CITY	SKY WORK AG	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	16					
		LONDON CITY	SKY WORK AG	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	16					
<b>TOTAL BERNE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>32</b>					
BEZIERS		LUTON	RYANAIR	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	9					
		LUTON	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	2	66.7	9	9					
<b>TOTAL BEZIERS</b>						<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>52.9</b>	<b>41.2</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>2</b>	<b>72.2</b>	<b>9</b>	<b>18</b>					
BIARRITZ		STANSTED	RYANAIR	S	A	15	0	0	0.0	20.0	60.0	0.0	13.3	6.7	0.0	0.0	0.0	0.0	12	53.3	19	15					
		STANSTED	RYANAIR	S	D	15	0	0	0.0	33.3	60.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	8	73.3	11	15					
<b>TOTAL BIARRITZ</b>						<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>60.0</b>	<b>0.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>63.3</b>	<b>15</b>	<b>30</b>					
BIGGIN HILL		CARDIFF WALES	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0					
		CARDIFF WALES	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
<b>TOTAL BIGGIN HILL</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
BILBAO		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	62.5	14	8					
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	8					
		BRISTOL	EASYJET UK 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	14	0.0	0	0					
		BRISTOL	EASYJET UK LTD	S	D	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
		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	88.9	6	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	88.9	3	9					
		EDINBURGH	EASYJET UK LTD	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
		EDINBURGH	EASYJET UK 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	3	0.0	0	0					
		GATWICK	VUELING AIRLINES	S	A	30	0	0	6.7	40.0	43.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	8	83.9	5	30					
		GATWICK	VUELING AIRLINES	S	D	30	0	0	0.0	36.7	46.7	6.7	3.3	6.7	0.0	0.0	0.0	0.0	10	83.9	6	30					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	45.5	30.3	15.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	9	42					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													JAN 2018			
						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		BRITISH AIRWAYS PLC		S	D	33	0	0	0.0	69.7	21.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	5	42		
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	85.0	7	20		
STANSTED		EASYJET AIRLINE COMPANY LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	8	20		
STANSTED		EASYJET UK LTD		S	A	11	0	0	0.0	27.3	18.2	18.2	9.1	9.1	0.0	0.0	0.0	0.0	34	0.0	0	0		
STANSTED		EASYJET UK LTD		S	D	11	0	0	0.0	18.2	9.1	27.3	27.3	9.1	9.1	0.0	0.0	0.0	36	0.0	0	0		
MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	10		
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	70.0	13	10		
MANCHESTER		EASYJET UK LTD		S	A	11	0	0	0.0	36.4	45.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	15	0.0	0	0		
MANCHESTER		EASYJET UK LTD		S	D	11	0	0	0.0	9.1	63.6	18.2	0.0	0.0	9.1	0.0	0.0	0.0	21	0.0	0	0		
<b>TOTAL BILBAO</b>						<b>194</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>40.2</b>	<b>32.0</b>	<b>9.3</b>	<b>4.6</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.2</b>	<b>7</b>	<b>238</b>		
BILLUND																								
LEEDS BRADFORD		BRITISH AIRWAYS PLC		S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0		
LEEDS BRADFORD		BRITISH AIRWAYS PLC		S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	70	0.0	0	0		
HEATHROW		BRITISH AIRWAYS PLC		S	A	36	0	0	44.4	38.9	5.6	5.6	2.8	2.8	0.0	0.0	0.0	0.0	4	81.8	8	33		
HEATHROW		BRITISH AIRWAYS PLC		S	D	36	0	0	0.0	72.2	25.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2	97.0	2	33		
LONDON CITY		BA CITYFLYER LTD		S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LONDON CITY		BA CITYFLYER LTD		S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LONDON CITY		SUN AIR OF SCANDINAVIA		S	A	44	0	0	13.6	54.5	27.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3	82.9	8	41		
LONDON CITY		SUN AIR OF SCANDINAVIA		S	D	44	0	0	0.0	56.8	34.1	2.3	6.8	0.0	0.0	0.0	0.0	0.0	4	68.3	10	41		
LUTON		RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
STANSTED		RYANAIR		S	A	60	0	0	30.0	35.0	11.7	11.7	6.7	1.7	0.0	3.3	0.0	0.0	16	77.0	9	60		
STANSTED		RYANAIR		S	D	61	0	0	0.0	36.1	36.1	11.5	11.5	4.9	0.0	0.0	0.0	0.0	13	72.1	12	61		
MANCHESTER		BRITISH AIRWAYS PLC		S	A	45	0	2	8.5	61.7	6.4	4.3	4.3	4.3	6.4	0.0	0.0	0.0	17	83.6	6	55		
MANCHESTER		BRITISH AIRWAYS PLC		S	D	45	0	2	4.3	55.3	14.9	2.1	10.6	4.3	4.3	0.0	0.0	0.0	17	81.8	7	55		
<b>TOTAL BILLUND</b>						<b>373</b>	<b>0</b>	<b>6</b>	<b>12.1</b>	<b>49.3</b>	<b>20.3</b>	<b>5.5</b>	<b>6.6</b>	<b>2.6</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>79.4</b>	<b>8</b>	<b>380</b>	
BIRMINGHAM																								
ABERDEEN		FLYBE LTD		S	A	68	0	0	7.4	42.6	41.2	4.4	2.9	1.5	0.0	0.0	0.0	0.0	5	90.5	4	73		
ABERDEEN		FLYBE LTD		S	D	70	0	0	1.4	57.1	30.0	7.1	4.3	0.0	0.0	0.0	0.0	0.0	5	90.3	4	72		
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	A	171	0	0	2.3	43.9	35.1	9.9	7.0	1.2	0.6	0.0	0.0	0.0	10	88.9	5	150		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	D	170	0	0	0.0	41.2	46.5	7.1	3.5	1.2	0.6	0.0	0.0	0.0	0.0	6	90.3	5	150	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.3	11	75	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	75	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	77	0	0	10.4	58.4	19.5	3.9	1.3	6.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	77	0	0	0.0	53.2	31.2	7.8	3.9	3.9	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
	BELFAST INTERNATIONAL	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	3	0.0	95	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BOURNEMOUTH	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	35	1	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	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	33.3	24	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	0.0	50	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	36	1	
	BRISTOL	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	17	0.0	0	0	
	EDINBURGH	FLYBE LTD	S	A	176	0	1	3.4	46.9	24.9	13.6	5.1	2.8	2.8	0.0	0.0	0.6	13	87.6	7	169		
	EDINBURGH	FLYBE LTD	S	D	175	0	1	0.0	27.3	44.3	14.2	6.3	5.1	2.3	0.0	0.0	0.6	15	84.7	8	168		
	EDINBURGH	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EDINBURGH	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
	GLASGOW	FLYBE LTD	S	A	153	0	1	3.2	53.2	24.7	9.1	4.5	3.9	0.6	0.0	0.0	0.6	9	85.0	11	164		
	GLASGOW	FLYBE LTD	S	D	152	0	1	0.0	49.0	34.6	7.2	5.2	2.0	0.7	0.7	0.0	0.7	10	78.4	16	163		
	GLASGOW	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GLASGOW	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	ISLE OF MAN	FLYBE LTD	S	A	29	0	2	0.0	45.2	38.7	9.7	0.0	0.0	0.0	0.0	0.0	6.5	5	79.4	10	34		
	ISLE OF MAN	FLYBE LTD	S	D	29	0	2	0.0	45.2	45.2	0.0	0.0	0.0	3.2	0.0	0.0	6.5	7	79.4	7	34		
	JERSEY	FLYBE LTD	S	A	22	0	0	13.6	77.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.5	10	51		
	JERSEY	FLYBE LTD	S	D	49	0	0	2.0	65.3	30.6	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	66.0	16	53		
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
	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	100.0	0	1		
	MANCHESTER	AER LINGUS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL BIRMINGHAM</b>					<b>1422</b>	<b>0</b>	<b>8</b>	<b>2.3</b>	<b>46.5</b>	<b>34.0</b>	<b>8.7</b>	<b>4.4</b>	<b>2.5</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>9</b>	<b>83.9</b>	<b>9</b>	<b>1451</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B								PERCENTAGE OF FLIGHTS LATE				JAN 2018						
										NUMBER OF FLIGHTS								PERCENTAGE OF FLIGHTS LATE								JAN 2018		
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BLACKPOOL																												
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	CARDIFF WALES	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
<b>TOTAL BLACKPOOL</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>100.0</b>	<b>0</b>	<b>2</b>						
BOA VISTA (RABIL)																												
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	5						
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	5	5						
	GATWICK	TUI AIRWAYS LTD	S	A	18	0	0	5.6	38.9	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	9	13						
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	22.2	66.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	76.9	9	13						
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	30.8	53.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	84.6	12	13						
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	15.4	69.2	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.0	19	76.9	14	13						
<b>TOTAL BOA VISTA (RABIL)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.5</b>	<b>45.0</b>	<b>5.0</b>	<b>3.8</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>10</b>	<b>62</b>						
BOGOTA																												
	HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	38.7	12.9	12.9	9.7	12.9	6.5	6.5	0.0	0.0	0.0	0.0	25	77.4	12	31						
	HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	0.0	74.2	9.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	31						
<b>TOTAL BOGOTA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>43.5</b>	<b>11.3</b>	<b>9.7</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.7</b>	<b>6</b>	<b>62</b>						
BOLOGNA																												
	EDINBURGH	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	14	33.3	47	9						
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	31	9						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	19						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	3	19						
	GATWICK	EASYJET UK LTD	S	A	20	0	0	0.0	50.0	25.0	15.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	50.0	35.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
	GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	GATWICK	SIRIO	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
	GATWICK	SIRIO	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						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	36.6	37.6	16.1	1.1	2.2	3.2	2.2	0.0	0.0	0.0	1.1	8	73.1	11	92						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	1	0.0	54.8	34.4	5.4	4.3	0.0	0.0	0.0	0.0	0.0	1.1	5	81.7	7	92						
	LUTON	RYANAIR	S	A	31	0	0	3.2	22.6	35.5	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
	LUTON	RYANAIR	S	D	31	0	0	0.0	12.9	71.0	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
	STANSTED	RYANAIR	S	A	58	0	0	10.3	34.5	37.9	10.3	5.2	0.0	0.0	1.7	0.0	0.0	0.0	11	78.3	8	59						
	STANSTED	RYANAIR	S	D	58	0	0	0.0	12.1	37.9	24.1	22.4	1.7	0.0	1.7	0.0	0.0	0.0	23	43.3	21	59						
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL BOLOGNA</b>					<b>440</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>33.7</b>	<b>36.2</b>	<b>10.0</b>	<b>7.0</b>	<b>2.0</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>71.2</b>	<b>12</b>	<b>359</b>	
BORDEAUX																							
	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	40.0	29	10		
	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	60.0	25	10		
	BRISTOL	EASYJET UK 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	15	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	34.5	48.3	10.3	6.9	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	2	34		
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	3.4	62.1	31.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	3	34		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	26		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	3	26		
	GATWICK	EASYJET UK LTD	S	A	25	0	0	12.0	64.0	16.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	D	25	0	0	0.0	32.0	48.0	12.0	0.0	8.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	12	15		
	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	73.3	12	15		
	LUTON	EASYJET UK LTD	S	A	17	0	0	0.0	47.1	17.6	29.4	5.9	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	47.1	17.6	11.8	23.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	STANSTED	RYANAIR	S	A	24	0	0	0.0	41.7	41.7	8.3	4.2	4.2	0.0	0.0	0.0	0.0	10	79.2	12	24		
	STANSTED	RYANAIR	S	D	22	0	0	0.0	22.7	63.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	7	95.7	4	23		
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
	SOUTHAMPTON	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1		
<b>TOTAL BORDEAUX</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>46.4</b>	<b>29.9</b>	<b>8.9</b>	<b>4.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.8</b>	<b>8</b>	<b>219</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	72.7	27	22		
	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	72.7	25	22		
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	2	21.2	27.3	18.2	9.1	9.1	6.1	0.0	3.0	0.0	0.0	6.1	21	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	48.4	41.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	106	0	2	21.3	41.7	15.7	10.2	5.6	1.9	1.9	0.0	0.0	0.0	1.9	11	76.8	49	93	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	HEATHROW	BRITISH AIRWAYS PLC	S	D	106	0	1	0.0	29.9	44.9	14.0	4.7	2.8	2.8	0.0	0.0	0.0	0.9	14	78.0	39	94
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	29.0	38.7	12.9	3.2	3.2	0.0	6.5	6.5	0.0	0.0	0.0	33	76.9	26	25
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	51.6	38.7	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	80.8	10	25
	HEATHROW	UNITED AIRLINES	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	33.3	20.0	10.0	13.3	13.3	6.7	3.3	0.0	0.0	0.0	0.0	22	73.3	13	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	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	4	80.0	13	28
<b>TOTAL BOSTON</b>					<b>397</b>	<b>0</b>	<b>5</b>	<b>12.2</b>	<b>38.6</b>	<b>27.9</b>	<b>9.5</b>	<b>5.5</b>	<b>2.5</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>76.9</b>	<b>33</b>	<b>337</b>
BOURNEMOUTH																						
	BIRMINGHAM	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	BIRMINGHAM	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	BRISTOL	BMI REGIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL BOURNEMOUTH</b>					<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>7</b>	<b>50.0</b>	<b>15</b>	<b>4</b>
BRATISLAVA																						
	BIRMINGHAM	RYANAIR	S	A	15	0	0	0.0	40.0	26.7	13.3	13.3	0.0	0.0	6.7	0.0	0.0	0.0	29	61.5	13	13
	BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	20.0	73.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	13
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	11	8
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	8
	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	10	88.9	4	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	24	88.9	5	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	ABS JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	WIZZ AIR UK LTD	S	A	23	0	0	0.0	26.1	30.4	8.7	21.7	13.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	23	0	0	0.0	26.1	52.2	4.3	8.7	8.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	RYANAIR	S	A	52	0	1	3.8	26.4	34.0	15.1	11.3	5.7	1.9	0.0	0.0	0.0	1.9	18	79.2	11	53
	STANSTED	RYANAIR	S	D	52	0	0	0.0	23.1	46.2	13.5	15.4	1.9	0.0	0.0	0.0	0.0	0.0	14	60.4	17	53
	MANCHESTER	RYANAIR	S	A	14	0	0	7.1	28.6	21.4	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	22	50.0	17	14
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	13	14
<b>TOTAL BRATISLAVA</b>					<b>242</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>25.8</b>	<b>41.8</b>	<b>12.7</b>	<b>12.3</b>	<b>4.1</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>73.3</b>	<b>12</b>	<b>195</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								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		
BREMEN	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	67	1
	STANSTED	RYANAIR	S	A	42	0	2	2.3	22.7	25.0	13.6	27.3	2.3	0.0	2.3	0.0	0.0	4.5	26	81.1	17	53
	STANSTED	RYANAIR	S	D	43	0	1	0.0	29.5	59.1	4.5	4.5	0.0	0.0	0.0	0.0	0.0	2.3	6	69.8	11	53
	MANCHESTER	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL BREMEN</b>					<b>86</b>	<b>0</b>	<b>3</b>	<b>1.1</b>	<b>25.8</b>	<b>42.7</b>	<b>9.0</b>	<b>15.7</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>16</b>	<b>74.8</b>	<b>14</b>	<b>107</b>
BRIDGETOWN	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	16	0	0	6.3	18.8	18.8	25.0	12.5	12.5	0.0	0.0	6.3	0.0	0.0	58	92.3	6	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	23.5	41.2	17.6	5.9	5.9	0.0	0.0	5.9	0.0	0.0	46	66.7	11	12
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	50.0	19	2
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	93	1
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	GLASGOW	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	19	2
	GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	53	0	0	1.9	30.2	34.0	18.9	9.4	3.8	1.9	0.0	0.0	0.0	0.0	17	64.2	24	53
	GATWICK	BRITISH AIRWAYS PLC	S	D	53	0	0	0.0	52.8	30.2	7.5	3.8	3.8	0.0	1.9	0.0	0.0	0.0	11	83.0	17	53
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	0.0	10.0	20.0	20.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	40.0	44	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	40.0	36	10
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	52	50.0	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	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	66	50.0	17	4
	GATWICK	TUI AIRWAYS LTD	C	A	19	0	1	10.0	10.0	10.0	35.0	15.0	5.0	5.0	0.0	5.0	0.0	5.0	123	62.5	14	16
	GATWICK	TUI AIRWAYS LTD	C	D	20	0	0	0.0	0.0	95.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	20	15
	GATWICK	VIRGIN ATLANTIC 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	48	0.0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	6.5	29.0	22.6	22.6	9.7	6.5	0.0	3.2	0.0	0.0	0.0	23	74.2	14	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	26.7	46.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	16	80.6	6	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	2	
	HEATHROW	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	100.0	0	2	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	22.2	53	9	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS 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	77.8	17	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	0.0	16.7	0.0	33.3	16.7	33.3	0.0	0.0	0.0	0.0	36	66.7	23	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	0.0	16.7	0.0	16.7	33.3	33.3	0.0	0.0	0.0	0.0	53	83.3	17	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	0.0	35.7	14.3	0.0	42.9	0.0	7.1	0.0	0.0	61	61.5	14	13	
	MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	0.0	11.8	29.4	35.3	11.8	11.8	0.0	0.0	0.0	0.0	26	73.3	18	15	
	MANCHESTER	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	46.7	26.7	6.7	20.0	0.0	0.0	0.0	0.0	29	63.6	26	11	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	0	2	11.1	11.1	11.1	11.1	11.1	11.1	11.1	0.0	0.0	0.0	22.2	50	72.7	32	11
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	9	90.0	30	10	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	85	100.0	5	1	
	NEWCASTLE	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	100.0	10	2	
<b>TOTAL BRIDGETOWN</b>					<b>380</b>	<b>0</b>	<b>3</b>	<b>1.8</b>	<b>25.3</b>	<b>33.2</b>	<b>17.2</b>	<b>10.2</b>	<b>8.6</b>	<b>1.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>29</b>	<b>69.4</b>	<b>20</b>	<b>360</b>
BRINDISI																						
	STANSTED	RYANAIR	S	A	16	0	1	0.0	41.2	35.3	11.8	5.9	0.0	0.0	0.0	0.0	0.0	5.9	8	35.3	26	17
	STANSTED	RYANAIR	S	D	17	0	0	0.0	58.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.2	9	17	
<b>TOTAL BRINDISI</b>					<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>50.0</b>	<b>38.2</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>2.9</b>	<b>5</b>	<b>61.8</b>	<b>18</b>	<b>34</b>
BRISTOL																						
	ABERDEEN	BMI REGIONAL	S	A	27	0	1	7.1	50.0	14.3	7.1	7.1	3.6	3.6	3.6	0.0	0.0	3.6	26	72.4	23	28
	ABERDEEN	BMI REGIONAL	S	D	25	0	1	0.0	46.2	19.2	3.8	15.4	3.8	3.8	3.8	0.0	0.0	3.8	28	63.3	24	29
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	8	76	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	76	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	85	0	0	4.7	51.8	20.0	9.4	10.6	3.5	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	84	0	1	0.0	42.4	25.9	14.1	11.8	3.5	1.2	0.0	0.0	0.0	1.2	16	0.0	0	0
	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	24	3	
	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	76	1	
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	33	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	0.0	52	3
EDINBURGH	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	0.0	26	1
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	8	108
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	76.6	13	107
EDINBURGH	EASYJET UK LTD	S A	107	0	1	1.9	43.5	37.0	7.4	5.6	2.8	0.0	0.9	0.0	0.0	0.9	10	0.0	0	0	0	
EDINBURGH	EASYJET UK LTD	S D	107	0	1	0.9	24.1	41.7	22.2	4.6	5.6	0.0	0.0	0.0	0.0	0.9	15	0.0	0	0	0	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.9	11	94	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.3	23	95	
GLASGOW	EASYJET UK LTD	S A	95	0	0	8.4	44.2	28.4	7.4	6.3	5.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	0	
GLASGOW	EASYJET UK LTD	S D	95	0	0	0.0	32.6	38.9	15.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	0	
GLASGOW	FLYBE LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1	1	
ISLE OF MAN	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	66.7	9	7	7	
ISLE OF MAN	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	60.0	11	8	8	
ISLE OF MAN	EASYJET UK LTD	S A	8	0	0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	0	
ISLE OF MAN	EASYJET UK LTD	S D	8	0	0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	0	
JERSEY	BLUE ISLANDS LIMITED	S A	26	0	0	46.2	26.9	19.2	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	5	88.0	4	25	25	
JERSEY	BLUE ISLANDS LIMITED	S D	26	0	0	0.0	50.0	42.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	88.5	5	26	26	
LUTON	EASYJET UK LTD	S A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	0	
LUTON	EASYJET UK 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	0	
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	1	
MANCHESTER	AURIGNY AIR SERVICES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	1	
MANCHESTER	AURIGNY AIR SERVICES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	1	
MANCHESTER	CELLO AVIATION LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	1	
MANCHESTER	ENTER AIR	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	0	
MANCHESTER	ENTER AIR	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	0	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	8	53	53	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.9	8	53	53	
NEWCASTLE	EASYJET UK LTD	S A	54	0	1	7.3	56.4	20.0	10.9	1.8	0.0	1.8	0.0	0.0	0.0	1.8	7	0.0	0	0	0	
NEWCASTLE	EASYJET UK LTD	S D	54	0	1	1.8	54.5	29.1	7.3	3.6	0.0	1.8	0.0	0.0	0.0	1.8	8	0.0	0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE											JAN 2018			
								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)
	NEWCASTLE	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL BRISTOL</b>					<b>807</b>	<b>0</b>	<b>7</b>	<b>4.4</b>	<b>42.0</b>	<b>29.9</b>	<b>11.4</b>	<b>6.6</b>	<b>3.8</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>77.2</b>	<b>12</b>	<b>801</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	100.0	1	4			
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4			
	STANSTED	RYANAIR	S	A	21	0	0	0.0	28.6	19.0	23.8	14.3	4.8	4.8	4.8	0.0	0.0	0.0	34	50.0	21	22		
	STANSTED	RYANAIR	S	D	21	0	0	0.0	4.8	61.9	23.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	17	72.7	10	22		
<b>TOTAL BRNO (TURANY)</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>40.5</b>	<b>23.8</b>	<b>9.5</b>	<b>2.4</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>67.3</b>	<b>13</b>	<b>52</b>		
BRUSSELS																								
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	75	0	0	1.3	49.3	32.0	8.0	6.7	1.3	0.0	1.3	0.0	0.0	0.0	10	83.8	7	74		
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	74	0	0	0.0	6.8	54.1	20.3	8.1	5.4	1.4	4.1	0.0	0.0	0.0	28	82.2	7	73		
	BRISTOL	BMI REGIONAL	S	A	65	0	0	1.5	21.5	43.1	16.9	9.2	3.1	0.0	4.6	0.0	0.0	0.0	23	64.2	19	67		
	BRISTOL	BMI REGIONAL	S	D	67	0	0	0.0	53.7	19.4	11.9	6.0	3.0	1.5	4.5	0.0	0.0	0.0	21	73.1	13	67		
	BRISTOL	ENTER AIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BRISTOL	ENTER AIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	A	43	0	1	4.5	52.3	27.3	6.8	4.5	0.0	2.3	0.0	0.0	0.0	2.3	8	69.0	29	42		
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	D	41	0	1	0.0	59.5	23.8	4.8	7.1	0.0	2.4	0.0	0.0	0.0	2.4	9	69.0	29	42		
	EDINBURGH	BRUSSELS AIRLINES	S	A	46	0	1	6.4	51.1	27.7	2.1	6.4	4.3	0.0	0.0	0.0	0.0	2.1	8	87.5	10	48		
	EDINBURGH	BRUSSELS AIRLINES	S	D	45	0	1	0.0	41.3	37.0	8.7	6.5	4.3	0.0	0.0	0.0	0.0	2.2	10	87.2	7	47		
	GATWICK	LUXAVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
	GATWICK	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	0.0	160	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	0	1	25.7	42.8	22.4	4.6	2.0	1.3	0.0	0.7	0.0	0.0	0.7	6	81.9	9	152		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	151	0	1	0.0	59.2	29.6	6.6	3.9	0.0	0.0	0.0	0.0	0.0	0.7	4	89.7	5	152		
	HEATHROW	BRUSSELS AIRLINES	S	A	89	0	0	6.7	51.7	28.1	6.7	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	56.7	16	90		
	HEATHROW	BRUSSELS AIRLINES	S	D	89	0	0	0.0	31.5	49.4	11.2	3.4	4.5	0.0	0.0	0.0	0.0	0.0	11	66.3	14	89		
	MANCHESTER	BRUSSELS AIRLINES	S	A	84	0	1	2.4	40.0	40.0	8.2	5.9	2.4	0.0	0.0	0.0	0.0	1.2	9	77.6	9	85		
	MANCHESTER	BRUSSELS AIRLINES	S	D	84	0	2	0.0	38.4	39.5	9.3	5.8	3.5	0.0	1.2	0.0	0.0	2.3	13	91.8	6	85		
	NEWCASTLE	BMI REGIONAL	S	A	43	0	3	0.0	15.2	43.5	26.1	6.5	0.0	2.2	0.0	0.0	0.0	6.5	15	73.9	8	43		
	NEWCASTLE	BMI REGIONAL	S	D	44	0	2	0.0	39.1	41.3	4.3	4.3	2.2	2.2	2.2	0.0	0.0	4.3	16	71.7	9	43		
<b>TOTAL BRUSSELS</b>					<b>1193</b>	<b>0</b>	<b>14</b>	<b>4.6</b>	<b>41.8</b>	<b>34.1</b>	<b>9.4</b>	<b>5.1</b>	<b>2.3</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>77.7</b>	<b>11</b>	<b>1201</b>		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B												JAN 2018									
						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		
BUCHAREST (OTOPENI)																											
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	7.7	23.1	46.2	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	12	61.5	12	13					
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	0.0	76.9	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	14	46.2	24	13					
	BIRMINGHAM	WIZZ AIR	S	A	14	0	0	7.1	21.4	35.7	0.0	28.6	0.0	7.1	0.0	0.0	0.0	0.0	25	60.0	16	10					
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	14.3	28.6	14.3	21.4	14.3	7.1	0.0	0.0	0.0	0.0	37	40.0	29	10					
	BRISTOL	RYANAIR	S	A	10	0	0	0.0	40.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	23	10					
	BRISTOL	RYANAIR	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	2	10					
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	1	14.3	14.3	21.4	21.4	21.4	0.0	0.0	0.0	0.0	0.0	7.1	17	36.4	36	10					
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	1	0.0	28.6	14.3	21.4	28.6	0.0	0.0	0.0	0.0	0.0	7.1	21	18.2	46	10					
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	23.1	46.2	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	8	62.5	12	8					
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	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	11	50.0	16	8					
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	29.4	17.6	29.4	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	14	58.8	22	17					
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	0.0	35.3	52.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	11	64.7	28	17					
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	7.1	7.1	42.9	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	25	0.0	0	0					
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	0.0	0.0	42.9	21.4	21.4	7.1	7.1	0.0	0.0	0.0	0.0	30	0.0	0	0					
	GATWICK	WIZZ AIR	S	A	29	0	0	13.8	34.5	37.9	0.0	6.9	6.9	0.0	0.0	0.0	0.0	0.0	12	62.5	33	24					
	GATWICK	WIZZ AIR	S	D	29	0	0	0.0	24.1	44.8	13.8	10.3	6.9	0.0	0.0	0.0	0.0	0.0	18	62.5	31	24					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	23.2	37.5	19.6	14.3	3.6	0.0	0.0	1.8	0.0	0.0	0.0	9	63.2	16	57					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	55	0	0	0.0	49.1	43.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	77.2	8	57					
	HEATHROW	TAROM	S	A	29	0	0	31.0	27.6	24.1	6.9	0.0	10.3	0.0	0.0	0.0	0.0	0.0	13	35.5	24	31					
	HEATHROW	TAROM	S	D	29	0	0	0.0	27.6	51.7	6.9	0.0	10.3	3.4	0.0	0.0	0.0	0.0	17	38.7	26	31					
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	38	0	0	10.5	39.5	15.8	10.5	21.1	2.6	0.0	0.0	0.0	0.0	0.0	15	63.2	14	38					
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	37	0	0	0.0	24.3	37.8	18.9	18.9	0.0	0.0	0.0	0.0	0.0	0.0	14	71.1	11	38					
	LUTON	WIZZ AIR	S	A	102	0	0	35.3	29.4	16.7	9.8	2.9	2.9	0.0	1.0	2.0	0.0	0.0	24	75.0	14	79					
	LUTON	WIZZ AIR	S	D	100	0	0	0.0	28.0	47.0	14.0	6.0	3.0	0.0	1.0	1.0	0.0	0.0	19	61.3	22	79					
	LUTON	WIZZ AIR UK 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	57	0.0	0	0					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	64	0	0	18.8	35.9	18.8	20.3	3.1	1.6	1.6	0.0	0.0	0.0	0.0	10	66.7	16	36	
	STANSTED	RYANAIR	S	D	64	0	0	0.0	4.7	43.8	28.1	17.2	3.1	3.1	0.0	0.0	0.0	0.0	24	30.6	33	36	
	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	35	1	
	MANCHESTER	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>822</b>	<b>0</b>	<b>2</b>	<b>11.0</b>	<b>28.5</b>	<b>33.1</b>	<b>12.9</b>	<b>9.0</b>	<b>3.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>60.0</b>	<b>20</b>	<b>668</b>	
BUDAPEST																							
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	BIRMINGHAM	WIZZ AIR	S	A	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	20.0	36	10	
	BIRMINGHAM	WIZZ AIR	S	D	10	0	0	0.0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	25	0.0	49	10	
	BRISTOL	RYANAIR	S	A	15	0	0	0.0	26.7	46.7	0.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	24	50.0	24	14	
	BRISTOL	RYANAIR	S	D	15	0	0	0.0	26.7	40.0	0.0	13.3	13.3	6.7	0.0	0.0	0.0	0.0	29	35.7	45	14	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	10.0	40.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	10.0	0.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	17	10	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	5	10	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	15	8	
	EDINBURGH	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	0.0	9	87.5	7	8	
	EDINBURGH	RYANAIR	S	A	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	34	33.3	18	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	11	9	
	GLASGOW	WIZZ AIR	S	A	9	0	0	11.1	44.4	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	13	66.7	10	9	
	GLASGOW	WIZZ AIR	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	33.3	22	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	11	0	0	0.0	9.1	54.5	9.1	9.1	0.0	18.2	0.0	0.0	0.0	0.0	35	55.6	12	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	11	0	0	0.0	0.0	63.6	9.1	9.1	0.0	18.2	0.0	0.0	0.0	0.0	37	66.7	16	9	
	GATWICK	ALBA STAR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	12	42	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	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	42		
	GATWICK	EASYJET UK LTD	S	A	41	0	0	0.0	17.1	29.3	22.0	22.0	2.4	4.9	2.4	0.0	0.0	0.0	30	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	41	0	0	0.0	26.8	51.2	14.6	7.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	GATWICK	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	21.3	39.3	24.7	6.7	5.6	1.1	0.0	0.0	0.0	0.0	1.1	7	66.3	14	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	1	0.0	42.7	48.3	3.4	3.4	1.1	0.0	0.0	0.0	0.0	1.1	5	88.8	5	89	
	LUTON	WIZZ AIR	S	A	122	0	1	8.9	39.0	36.6	7.3	5.7	0.8	0.0	0.8	0.0	0.0	0.8	9	66.1	18	114	
	LUTON	WIZZ AIR	S	D	121	0	1	0.0	26.2	54.9	9.8	6.6	0.8	0.0	0.8	0.0	0.0	0.8	11	60.5	25	114	
	STANSTED	RYANAIR	S	A	108	0	0	6.5	30.6	32.4	12.0	9.3	7.4	1.9	0.0	0.0	0.0	0.0	17	75.0	12	108	
	STANSTED	RYANAIR	S	D	108	0	0	0.0	22.2	53.7	10.2	10.2	3.7	0.0	0.0	0.0	0.0	0.0	12	79.6	10	108	
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	9.1	63.6	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10	
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	0.0	54.5	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	4	10	
	MANCHESTER	RYANAIR	S	A	24	0	0	0.0	20.8	41.7	16.7	8.3	4.2	4.2	0.0	4.2	0.0	0.0	36	54.2	20	24	
	MANCHESTER	RYANAIR	S	D	24	0	0	0.0	8.3	50.0	20.8	8.3	8.3	4.2	0.0	0.0	0.0	0.0	22	41.7	20	24	
	SOUTHEND	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	SOUTHEND	EASYJET UK 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	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	100.0	4	1	
	SOUTHEND	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	SOUTHEND	STOBART AIR	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	17	66.7	11	6	
	SOUTHEND	STOBART AIR	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	0	83.3	4	6	
<b>TOTAL BUDAPEST</b>					<b>999</b>	<b>0</b>	<b>4</b>	<b>4.6</b>	<b>31.1</b>	<b>41.0</b>	<b>10.4</b>	<b>8.5</b>	<b>2.5</b>	<b>1.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>13</b>	<b>68.9</b>	<b>15</b>	<b>936</b>	
Buenos Aires																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	22.6	29.0	25.8	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	58.1	16.1	9.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	45.2	32.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.4	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	41.9	45.2	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	5	31	
<b>TOTAL BUENOS AIRES</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>43.5</b>	<b>29.8</b>	<b>11.3</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.3</b>	<b>10</b>	<b>62</b>	
BURGAS																							
	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	30.8	28	13	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	30.8	29	13	
	LUTON	WIZZ AIR UK LTD	S	A	12	0	0	33.3	41.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	WIZZ AIR UK LTD	S	D	12	0	0	0.0	66.7	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL BURGAS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>54.2</b>	<b>16.7</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>9</b>	<b>30.8</b>	<b>28</b>	<b>26</b>
BYDGOSZCZ																						
	BIRMINGHAM	RYANAIR	S	A	15	0	0	33.3	46.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	13	
	BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	13	
	LUTON	RYANAIR	S	A	14	0	0	0.0	0.0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	35	78.6	11	14	
	LUTON	RYANAIR	S	D	14	0	0	0.0	21.4	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	4	14	
	STANSTED	RYANAIR	S	A	28	0	0	7.1	42.9	28.6	17.9	0.0	0.0	0.0	0.0	3.6	0.0	22	88.9	7	27	
	STANSTED	RYANAIR	S	D	28	0	0	0.0	32.1	53.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	92.6	5	27	
<b>TOTAL BYDGOSZCZ</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>32.5</b>	<b>42.1</b>	<b>14.9</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.8</b>	<b>6</b>	<b>108</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018																	
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018							
																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													
CAEN		SOUTHEND		STOBART AIR		S A		3		0		0		0		0.0		66.7		33.3		0.0		0.0		0.0		0.0		0.0		0		0.0		0		0					
		SOUTHEND		STOBART AIR		S D		3		0		0		0		0.0		66.7		33.3		0.0		0.0		0.0		0.0		2		0.0		0		0							
<b>TOTAL CAEN</b>								<b>6</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>66.7</b>		<b>33.3</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>1</b>		<b>0.0</b>		<b>0</b>		<b>0</b>									
CAGLIARI (ELMAS)		STANSTED		EASYJET AIRLINE COMPANY LTD		S A		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0		73.3		16		15											
		STANSTED		EASYJET AIRLINE COMPANY LTD		S D		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0		86.7		8		15											
		STANSTED		EASYJET UK LTD		S A		15		0		0		6.7		46.7		33.3		13.3		0.0		0.0		4		0.0		0		0											
		STANSTED		EASYJET UK LTD		S D		15		0		0		0.0		73.3		26.7		0.0		0.0		0.0		1		0.0		0		0											
		STANSTED		RYANAIR		S A		15		0		0		0.0		20.0		40.0		40.0		0.0		0.0		12		30.8		22		13											
		STANSTED		RYANAIR		S D		16		0		0		0.0		12.5		68.8		6.3		0.0		12.5		0.0		15		92.3		5		13									
<b>TOTAL CAGLIARI (ELMAS)</b>								<b>61</b>		<b>0</b>		<b>0</b>		<b>1.6</b>		<b>37.7</b>		<b>42.6</b>		<b>14.8</b>		<b>0.0</b>		<b>3.3</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>8</b>		<b>71.4</b>		<b>13</b>		<b>56</b>					
CAIRO		HEATHROW		BRITISH AIRWAYS PLC		S A		31		0		0		0.0		38.7		32.3		9.7		6.5		9.7		3.2		0.0		0.0		19		54.8		15		31					
		HEATHROW		BRITISH AIRWAYS PLC		S D		31		0		0		0.0		16.1		41.9		16.1		16.1		9.7		0.0		0.0		19		74.2		11		31							
		HEATHROW		EGYPT AIR		S A		62		0		0		1.6		19.4		61.3		12.9		3.2		1.6		0.0		0.0		10		53.2		20		62							
		HEATHROW		EGYPT AIR		S D		62		0		0		3.2		40.3		37.1		12.9		1.6		3.2		1.6		0.0		11		53.2		20		62							
<b>TOTAL CAIRO</b>								<b>186</b>		<b>0</b>		<b>0</b>		<b>1.6</b>		<b>29.0</b>		<b>45.2</b>		<b>12.9</b>		<b>5.4</b>		<b>4.8</b>		<b>1.1</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>13</b>		<b>57.0</b>		<b>18</b>		<b>186</b>			
CALGARY		GATWICK		WEST JET AIRLINES		S A		13		0		0		30.8		15.4		23.1		7.7		0.0		0.0		7.7		15.4		0.0		0.0		65		57.1		48		14			
		GATWICK		WEST JET AIRLINES		S D		13		0		0		0.0		7.7		61.5		7.7		0.0		0.0		7.7		15.4		0.0		0.0		69		40.0		56		14			
		HEATHROW		AIR CANADA		S A		31		0		0		19.4		16.1		35.5		16.1		0.0		9.7		0.0		3.2		0.0		0.0		20		51.6		19		31			
		HEATHROW		AIR CANADA		S D		31		0		0		0.0		29.0		41.9		9.7		16.1		3.2		0.0		0.0		0.0		15		58.1		17		31					
		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		83.9		7		31							
		HEATHROW		BRITISH AIRWAYS PLC		S D		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		80.6		14		31							
<b>TOTAL CALGARY</b>								<b>88</b>		<b>0</b>		<b>0</b>		<b>11.4</b>		<b>19.3</b>		<b>39.8</b>		<b>11.4</b>		<b>5.7</b>		<b>4.5</b>		<b>2.3</b>		<b>5.7</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>32</b>		<b>64.7</b>		<b>22</b>		<b>152</b>	
CAMBRIDGE		MANCHESTER		BRITISH AIRWAYS PLC		S A		11		0		1		25.0		16.7		33.3		0.0		16.7		0.0		0.0		0.0		0.0		8.3		8		70.0		19		10			
<b>TOTAL CAMBRIDGE</b>								<b>11</b>		<b>0</b>		<b>1</b>		<b>25.0</b>		<b>16.7</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>8.3</b>		<b>8</b>		<b>70.0</b>		<b>19</b>		<b>10</b>			
CAMPBELTOWN		GLASGOW		LOGANAIR LTD		S A		38		0		5		25.6		14.0		25.6		4.7		7.0		7.0		4.7		0.0		0.0		11.6		22		78.6		6		37			
		GLASGOW		LOGANAIR LTD		S D		35		0		4		2.6		35.9		38.5		2.6		0.0		5.1		2.6		2.6		0.0		0.0		10.3		17		81.0		4		38	
<b>TOTAL CAMPBELTOWN</b>								<b>73</b>		<b>0</b>		<b>9</b>		<b>14.6</b>		<b>24.4</b>		<b>31.7</b>		<b>3.7</b>		<b>3.7</b>		<b>6.1</b>		<b>3.7</b>		<b>1.2</b>		<b>0.0</b>		<b>0.0</b>		<b>11.0</b>		<b>20</b>		<b>79.8</b>		<b>5</b>		<b>75</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	11	0	0	18.2	0.0	9.1	27.3	18.2	27.3	0.0	0.0	0.0	0.0	0.0	40	100.0	0	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	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	40	100.0	6	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	14.3	21.4	28.6	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	84.6	93	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	46.2	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	18	66.7	14	14
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	6	0	0	0.0	0.0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	68	60.0	43	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	80.0	28	5
	GATWICK	TUI AIRWAYS LTD	S	A	14	0	1	13.3	20.0	6.7	20.0	20.0	0.0	6.7	6.7	0.0	0.0	6.7	39	89.5	6	19
	GATWICK	TUI AIRWAYS LTD	S	D	14	0	0	0.0	0.0	64.3	28.6	0.0	0.0	0.0	7.1	0.0	0.0	0.0	26	84.2	7	19
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	GATWICK	VIRGIN ATLANTIC 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	62	0.0	0	0
	GATWICK	VIRGIN ATLANTIC 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	17	87.5	24	8
	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	17	87.5	3	8
	MANCHESTER	THOMAS COOK AIRLINES 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	10	100.0	0	5
	MANCHESTER	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	21	100.0	4	4
	MANCHESTER	TUI AIRWAYS LTD	S	A	18	0	1	0.0	15.8	31.6	15.8	21.1	5.3	0.0	5.3	0.0	0.0	5.3	39	68.4	14	19
	MANCHESTER	TUI AIRWAYS LTD	S	D	18	0	0	0.0	0.0	50.0	22.2	16.7	5.6	0.0	5.6	0.0	0.0	0.0	40	72.2	14	18
<b>TOTAL CANCUN</b>					<b>142</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>9.0</b>	<b>34.0</b>	<b>20.1</b>	<b>16.0</b>	<b>9.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>33</b>	<b>82.1</b>	<b>18</b>	<b>155</b>
CAPE TOWN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	53.8	38.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	22	71.4	80	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	38.5	15.4	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	20	53.8	45	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	7.7	38.5	15.4	0.0	30.8	7.7	0.0	0.0	0.0	0.0	43	35.7	21	14
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	8.3	33.3	25.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	37	61.5	10	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	24.2	56.5	16.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1	92.2	5	64
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	37.1	33.9	11.3	8.1	9.7	0.0	0.0	0.0	0.0	0.0	15	68.8	41	64
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: C																	JAN 2018			
		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
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL CAPE TOWN</b>					<b>174</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>41.1</b>	<b>26.9</b>	<b>8.6</b>	<b>5.7</b>	<b>6.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>73.7</b>	<b>27</b>	<b>190</b>
CARCASSONNE																						
	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	100.0	0	9
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	STANSTED	RYANAIR	S	A	11	0	0	9.1	18.2	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	64.3	32	13
	STANSTED	RYANAIR	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	10	85.7	8	14
	MANCHESTER	RYANAIR	S	A	8	0	1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	81.8	11	11
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	90.9	5	11
<b>TOTAL CARCASSONNE</b>					<b>40</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>29.3</b>	<b>43.9</b>	<b>4.9</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>2.4</b>	<b>11</b>	<b>85.3</b>	<b>11</b>	<b>67</b>
CARDIFF WALES																						
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.0	19	21
	ABERDEEN	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	26
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	45	0	0	4.4	35.6	44.4	2.2	8.9	4.4	0.0	0.0	0.0	0.0	0.0	10	83.3	8	54
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	45	0	0	0.0	33.3	44.4	8.9	6.7	6.7	0.0	0.0	0.0	0.0	0.0	10	75.9	15	53
	BIRMINGHAM	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	FLYBE 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	23	100.0	7	1
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	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	95	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	33.3	57	3
	DONCASTER SHEFFIELD	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
	DONCASTER SHEFFIELD	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
	EDINBURGH	FLYBE LTD	S	A	42	0	0	2.4	52.4	31.0	4.8	2.4	7.1	0.0	0.0	0.0	0.0	0.0	8	90.6	5	53
	EDINBURGH	FLYBE LTD	S	D	42	0	0	0.0	33.3	42.9	14.3	2.4	7.1	0.0	0.0	0.0	0.0	0.0	12	84.9	8	53
	GLASGOW	FLYBE LTD	S	A	19	0	0	0.0	63.2	21.1	0.0	5.3	10.5	0.0	0.0	0.0	0.0	0.0	14	73.9	9	23
	GLASGOW	FLYBE LTD	S	D	19	0	0	0.0	42.1	36.8	5.3	5.3	10.5	0.0	0.0	0.0	0.0	0.0	16	60.9	19	23
	JERSEY	FLYBE LTD	S	A	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	12
	JERSEY	FLYBE LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	58.3	25	12
	LIVERPOOL (JOHN LENNON)	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1
	LIVERPOOL (JOHN LENNON)	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	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
	NEWCASTLE	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: C																	JAN 2018			
		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
								54.2	20.8	16.7	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	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
	NEWCASTLE	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	100.0	0	1
	NEWCASTLE	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
	NEWCASTLE	FLYBE LTD	S	A	22	0	2	54.2	20.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	1	80.0	8	37
	NEWCASTLE	FLYBE LTD	S	D	23	0	18	0.0	4.9	39.0	7.3	2.4	2.4	0.0	0.0	0.0	0.0	43.9	12	75.0	11	38
<b>TOTAL CARDIFF WALES</b>					<b>283</b>	<b>0</b>	<b>20</b>	<b>5.3</b>	<b>36.0</b>	<b>35.6</b>	<b>6.3</b>	<b>4.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>10</b>	<b>78.2</b>	<b>11</b>	<b>420</b>
CASABLANCA MOHAMED V																						
	GATWICK	ROYAL AIR MAROC	S	A	28	0	0	0.0	14.3	28.6	35.7	14.3	3.6	3.6	0.0	0.0	0.0	0.0	24	51.7	20	29
	GATWICK	ROYAL AIR MAROC	S	D	28	0	0	3.6	14.3	21.4	25.0	28.6	3.6	0.0	3.6	0.0	0.0	0.0	28	48.3	20	29
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	0.0	3.2	45.2	29.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0	18	48.4	32	31
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	0.0	45.2	48.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	77.4	17	31
	MANCHESTER	ROYAL AIR MAROC	S	A	14	0	0	7.1	35.7	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	10	10
	MANCHESTER	ROYAL AIR MAROC	S	D	14	0	0	14.3	50.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>24.0</b>	<b>37.0</b>	<b>19.9</b>	<b>13.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>60.0</b>	<b>20</b>	<b>140</b>
CASTELLON COSTA AZAHAR																						
	STANSTED	RYANAIR	S	A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	8
<b>TOTAL CASTELLON COSTA AZAHAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
CASTELLON DE LA PLANA AIRPORT																						
	STANSTED	RYANAIR	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	5
	STANSTED	RYANAIR	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	3	5
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>2</b>	<b>10</b>
CATANIA (FONTANAROSSA)																						
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	20.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	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	10	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	12
	GATWICK	EASYJET UK LTD	S	A	12	0	0	0.0	25.0	50.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	12	0	0	0.0	16.7	75.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0	0	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	
	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	80.0	10	10	
	LUTON	EASYJET UK LTD	S	A	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	8	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	42	8	
	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	37.5	38	8	
	MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	11.1	22.2	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	37	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	SOUTHEND	AIR MALTA	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	19	0.0	0	0	
	SOUTHEND	AIR MALTA	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	22	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA) CHAMBERY</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>22.2</b>	<b>44.4</b>	<b>13.3</b>	<b>10.0</b>	<b>4.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>17</b>	<b>60</b>	
	BIRMINGHAM	FLYBE 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	
	BIRMINGHAM	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	0.0	17	0.0	0	0	
	BIRMINGHAM	FLYBE 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	17	50.0	25	5	
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	9	4	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	27	75.0	13	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	15	100.0	8	4	
	BRISTOL	ENTER AIR	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	58	5	
	BRISTOL	ENTER AIR	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	31	40.0	23	5	
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	32	3	
	BRISTOL	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	2	100.0	3	4	
	CARDIFF WALES	FLYBE LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	42	3	
	CARDIFF WALES	FLYBE LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	4	
	DONCASTER SHEFFIELD	AIR X CHARTER	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	DONCASTER SHEFFIELD	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	
	DONCASTER SHEFFIELD	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	3	4	
	EAST MIDLANDS INTERNATIONAL	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	0.0	24	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	FLYBE 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	33	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31	50.0	74	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	11	4	
EDINBURGH	BA CITYFLYER LTD	C 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	0.0	0.0	17	66.7	25	9	
EDINBURGH	BA CITYFLYER LTD	C D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	9	9	
EXETER	FLYBE LTD	S A	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	43	50.0	24	2	
EXETER	FLYBE LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	24	4	
EXETER	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	0.0	9	100.0	3	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	0.0	0.0	6	100.0	2	4	
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40	50.0	44	4	
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	4	
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	0.0	0	100.0	9	1	
GATWICK	TITAN AIRWAYS LTD	C A	15	0	0	20.0	26.7	40.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	20	13	
GATWICK	TITAN AIRWAYS LTD	C D	15	0	0	0.0	20.0	53.3	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	84.6	6	13	
GATWICK	TUI AIRWAYS LTD	C A	19	0	0	5.3	42.1	10.5	5.3	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	30	57.9	33	19	
GATWICK	TUI AIRWAYS LTD	C D	20	0	0	0.0	40.0	40.0	10.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	16	90.5	9	21	
LONDON CITY	BA CITYFLYER LTD	S A	11	0	0	9.1	18.2	63.6	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	27	12	
LONDON CITY	BA CITYFLYER LTD	S D	11	0	0	0.0	45.5	27.3	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	13	13	
LUTON	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	4	
LUTON	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4	
LUTON	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	0.0	0.0	48	0.0	0	0	
LUTON	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	0.0	0.0	0.0	51	0.0	0	0	
STANSTED	BA CITYFLYER 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	0.0	0.0	0.0	38	12.5	43	8	
STANSTED	BA CITYFLYER 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	0.0	0.0	13	75.0	14	8	
STANSTED	TITAN 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	0.0	0.0	6	30.0	48	10	
STANSTED	TITAN AIRWAYS LTD	C D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	13	9	
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	0.0	0.0	0	25.0	82	4	
MANCHESTER	BRITISH AIRWAYS PLC	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	81	5	
MANCHESTER	BRITISH AIRWAYS PLC	S A	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	17	4	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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									
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	1	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	12	50.0	12	4	
	MANCHESTER	FLYBE LTD	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	29	50.0	13	4	
	MANCHESTER	FLYBE LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	4	
	MANCHESTER	TITAN 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	13	80.0	6	5	
	MANCHESTER	TITAN 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	15	80.0	16	5	
	MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	0.0	8.3	16.7	33.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	34	25.0	76	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	12	0	0	0.0	8.3	41.7	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	21	8	
	SOUTHAMPTON	FLYBE LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	20.0	34	5	
	SOUTHAMPTON	FLYBE 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	37	40.0	25	5	
	SOUTHAMPTON	FLYBE 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	50.0	49	12	
	SOUTHAMPTON	FLYBE LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	7	12	
<b>TOTAL CHAMBERY</b>					<b>308</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>24.3</b>	<b>37.9</b>	<b>14.6</b>	<b>13.3</b>	<b>4.9</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>65.0</b>	<b>23</b>	<b>327</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																							
	HEATHROW	HAINAN AIRLINES	S	A	13	0	0	69.2	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	HAINAN AIRLINES	S	D	13	0	0	7.7	76.9	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</b>	<b>46.2</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHARLEROI																							
	EDINBURGH	RYANAIR	S	A	17	0	0	23.5	47.1	23.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	78.6	7	14	
	EDINBURGH	RYANAIR	S	D	17	0	0	0.0	47.1	35.3	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	12	78.6	11	14	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	30	9	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	23	9	
	MANCHESTER	RYANAIR	S	A	38	0	0	2.6	34.2	36.8	13.2	5.3	5.3	0.0	2.6	0.0	0.0	0.0	20	89.7	4	39	
	MANCHESTER	RYANAIR	S	D	38	0	0	0.0	10.5	55.3	7.9	15.8	2.6	5.3	2.6	0.0	0.0	0.0	30	74.4	10	39	
<b>TOTAL CHARLEROI</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>30.0</b>	<b>40.9</b>	<b>8.2</b>	<b>8.2</b>	<b>4.5</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>79.0</b>	<b>10</b>	<b>124</b>	
CHARLOTTE																							
	HEATHROW	AMERICAN AIRLINES	S	A	45	0	0	35.6	26.7	17.8	11.1	6.7	0.0	0.0	2.2	0.0	0.0	0.0	12	84.8	8	45	
	HEATHROW	AMERICAN AIRLINES	S	D	44	0	0	0.0	65.9	20.5	4.5	4.5	2.3	0.0	0.0	2.3	0.0	0.0	37	91.3	5	46	
	HEATHROW	LUFTHANSA	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	
<b>TOTAL CHARLOTTE</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>45.6</b>	<b>18.9</b>	<b>8.9</b>	<b>5.6</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>88.0</b>	<b>6</b>	<b>91</b>	
CHATEAUROUX DEOLS																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CHATEAUROUX DEOLS</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>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C							PERCENTAGE OF FLIGHTS LATE					JAN 2018				
										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)
CHENGDU																										
	GATWICK	AIR CHINA	S	A	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
	GATWICK	AIR CHINA	S	D	11	0	0	0.0	18.2	81.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0				
<b>TOTAL CHENGDU</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>68.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
CHENNAI																										
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	35.5	41.9	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	13	71.0	24	30				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	41.9	19.4	19.4	6.5	0.0	0.0	0.0	0.0	0.0	20	83.9	16	31				
<b>TOTAL CHENNAI</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>24.2</b>	<b>41.9</b>	<b>14.5</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.4</b>	<b>20</b>	<b>61</b>				
CHICAGO (O'HARE)																										
	GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	27.8	11.1	11.1	16.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	33	0.0	0	0				
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	35.3	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
	HEATHROW	AMERICAN AIRLINES	S	A	68	0	1	33.3	17.4	23.2	8.7	4.3	5.8	4.3	1.4	0.0	0.0	1.4	21	79.7	26	69				
	HEATHROW	AMERICAN AIRLINES	S	D	68	0	1	1.4	71.0	20.3	2.9	1.4	1.4	0.0	0.0	0.0	0.0	1.4	4	92.8	6	69				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	3	11.7	36.7	30.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	5.0	9	79.0	11	60				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	4	0.0	21.0	51.6	12.9	6.5	1.6	0.0	0.0	0.0	0.0	6.5	10	67.7	15	61				
	HEATHROW	UNITED AIRLINES	S	A	82	0	0	37.8	24.4	23.2	3.7	3.7	6.1	0.0	1.2	0.0	0.0	0.0	11	81.7	10	92				
	HEATHROW	UNITED AIRLINES	S	D	81	0	0	0.0	74.1	13.6	4.9	0.0	3.7	1.2	2.5	0.0	0.0	0.0	14	91.4	5	92				
	MANCHESTER	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8				
	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	50.0	27	8				
<b>TOTAL CHICAGO (O'HARE)</b>					<b>449</b>	<b>0</b>	<b>9</b>	<b>14.6</b>	<b>40.2</b>	<b>26.0</b>	<b>7.6</b>	<b>3.5</b>	<b>3.9</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>82.1</b>	<b>12</b>	<b>459</b>				
CHISINAU (KISHINEV)																										
	LUTON	WIZZ AIR	S	A	31	0	3	20.6	20.6	14.7	5.9	17.6	5.9	5.9	0.0	0.0	0.0	8.8	24	59.1	26	22				
	LUTON	WIZZ AIR	S	D	32	0	2	0.0	11.8	38.2	8.8	20.6	8.8	5.9	0.0	0.0	0.0	5.9	31	47.8	36	22				
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	21	0	1	0.0	13.6	27.3	9.1	31.8	9.1	4.5	0.0	0.0	0.0	4.5	32	55.6	15	18				
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	21	0	1	0.0	18.2	27.3	9.1	13.6	22.7	4.5	0.0	0.0	0.0	4.5	36	55.6	15	18				
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>105</b>	<b>0</b>	<b>7</b>	<b>6.3</b>	<b>16.1</b>	<b>26.8</b>	<b>8.0</b>	<b>20.5</b>	<b>10.7</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>30</b>	<b>54.3</b>	<b>24</b>	<b>80</b>				
CITY OF DERRY (EGLINTON)																										
	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	7	0.0	0	0				
	BRISTOL	BMI REGIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	EDINBURGH	RYANAIR	S	A	21	0	0	23.8	47.6	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0				
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	38.1	47.6	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
	GLASGOW	LOGANAIR LTD	S	A	22	0	0	9.1	50.0	13.6	4.5	9.1	9.1	4.5	0.0	0.0	0.0	0.0	20	0.0	0	0				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GLASGOW	LOGANAIR LTD	S	D	22	0	0	0.0	36.4	31.8	4.5	9.1	13.6	4.5	0.0	0.0	0.0	0.0	23	0.0	0	0
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	22	21	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	3	21	
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	3	77.8	10	18	
	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	2	83.3	13	18	
	STANSTED	BMI REGIONAL	S	A	53	0	0	17.0	66.0	13.2	0.0	1.9	0.0	0.0	1.9	0.0	0.0	6	77.2	16	56	
	STANSTED	BMI REGIONAL	S	D	53	0	0	0.0	47.2	35.8	11.3	0.0	3.8	0.0	1.9	0.0	0.0	11	73.7	18	56	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>51.3</b>	<b>27.6</b>	<b>5.3</b>	<b>2.6</b>	<b>3.1</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.7</b>	<b>15</b>	<b>190</b>
CLERMONT FERRAND																						
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BRISTOL	CARPATAIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	CARPATAIR	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	
	CARDIFF WALES	AURIGNY AIR SERVICES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
	CARDIFF WALES	AURIGNY AIR SERVICES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
<b>TOTAL CLERMONT FERRAND</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>48</b>	<b>2</b>	
CLUJ NAPOCA																						
	BIRMINGHAM	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	60.0	27	10	
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	10	
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	39	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	11	0	0	9.1	36.4	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	31	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	11	0	0	0.0	18.2	54.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	35	9	
	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	25.0	24	8	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	8	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	26	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	31	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	0	0	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	9	
	LUTON	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	70.0	10	9	
	LUTON	WIZZ AIR	S	A	75	0	0	21.3	29.3	29.3	16.0	1.3	1.3	1.3	0.0	0.0	0.0	0.0	8	74.6	12	67	
	LUTON	WIZZ AIR	S	D	75	0	0	0.0	30.7	45.3	14.7	6.7	1.3	1.3	0.0	0.0	0.0	0.0	12	52.2	21	67	
<b>TOTAL CLUJ NAPOCA</b>					<b>206</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>24.8</b>	<b>35.9</b>	<b>19.4</b>	<b>8.3</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>59.1</b>	<b>19</b>	<b>206</b>	
COLOGNE BONN																							
	BRISTOL	RYANAIR	S	A	17	0	0	5.9	70.6	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	8	18	
	BRISTOL	RYANAIR	S	D	17	0	0	5.9	82.4	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	16	18	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	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	66.7	17	3	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	17	3	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	76.5	11.8	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	82.4	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	76	0	4	41.3	30.0	13.8	2.5	5.0	1.3	0.0	1.3	0.0	0.0	5.0	8	72.8	13	80	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	76	0	4	0.0	55.0	26.3	7.5	3.8	1.3	0.0	1.3	0.0	0.0	5.0	9	75.3	12	80	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	62	0	5	3.0	49.3	17.9	10.4	6.0	3.0	1.5	1.5	0.0	0.0	7.5	14	61.2	24	67	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	62	0	5	0.0	38.8	25.4	9.0	11.9	4.5	1.5	1.5	0.0	0.0	7.5	18	61.2	23	67	
	STANSTED	RYANAIR	S	A	66	0	1	7.5	44.8	16.4	11.9	11.9	3.0	1.5	1.5	0.0	0.0	1.5	18	82.1	12	67	
	STANSTED	RYANAIR	S	D	66	0	1	0.0	14.9	58.2	11.9	7.5	4.5	0.0	1.5	0.0	0.0	1.5	17	70.1	16	67	
	MANCHESTER	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	0.0	0	84.6	15	26	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.4	21	27	
	MANCHESTER	RYANAIR	S	A	24	0	1	8.0	40.0	36.0	0.0	0.0	8.0	0.0	4.0	0.0	0.0	4.0	16	86.7	9	30	
	MANCHESTER	RYANAIR	S	D	24	0	1	0.0	36.0	48.0	0.0	0.0	4.0	4.0	4.0	0.0	0.0	4.0	22	76.7	12	30	
	SOUTHEND	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	SOUTHEND	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	SOUTHEND	STOBART AIR	S	A	15	0	0	0.0	13.3	40.0	20.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	26	92.3	113	13	
	SOUTHEND	STOBART AIR	S	D	15	0	0	0.0	40.0	40.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	100.0	1	13	
<b>TOTAL COLOGNE BONN</b>					<b>558</b>	<b>0</b>	<b>22</b>	<b>7.6</b>	<b>42.8</b>	<b>26.2</b>	<b>7.8</b>	<b>6.9</b>	<b>2.8</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>13</b>	<b>74.6</b>	<b>17</b>	<b>611</b>	
COLOMBO																							
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																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								
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
	GATWICK	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	6	100.0	0	2																
	GATWICK	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	14	100.0	5	2																
	HEATHROW	SRILANKAN AIRLINES	S	A	40	0	0	10.0	22.5	25.0	30.0	5.0	5.0	2.5	0.0	0.0	0.0	0.0	18	78.0	10	41																
	HEATHROW	SRILANKAN AIRLINES	S	D	40	0	0	0.0	20.0	45.0	15.0	12.5	7.5	0.0	0.0	0.0	0.0	0.0	17	75.6	12	41																
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																
<b>TOTAL COLOMBO</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.3</b>	<b>35.1</b>	<b>24.5</b>	<b>7.4</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.9</b>	<b>10</b>	<b>86</b>																
CONSTANTA																																						
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	19	10																
	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	80.0	11	10																
	LUTON	WIZZ AIR UK LTD	S	A	12	0	1	23.1	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	0.0	0	0																	
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0																	
<b>TOTAL CONSTANTA</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>25.9</b>	<b>44.4</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>8</b>	<b>80.0</b>	<b>15</b>	<b>20</b>																
COPENHAGEN																																						
	ABERDEEN	SAS	S	A	16	0	0	25.0	43.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	6	85.7	9	21																	
	ABERDEEN	SAS	S	D	16	0	0	6.3	62.5	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	7	90.5	6	21																	
	BIRMINGHAM	CITY JET	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	75	0.0	0	0																	
	BIRMINGHAM	SAS	S	A	46	0	0	0.0	37.0	39.1	13.0	4.3	6.5	0.0	0.0	0.0	0.0	12	86.4	6	44																	
	BIRMINGHAM	SAS	S	D	45	0	1	0.0	39.1	32.6	13.0	8.7	4.3	0.0	0.0	0.0	2.2	12	84.1	8	44																	
	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	90.0	5	10																	
	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	80.0	8	10																	
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	10.0	30.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0																	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0																	
	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	88.9	8	18																	
	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	88.9	7	18																	
	EDINBURGH	EASYJET UK LTD	S	A	20	0	0	20.0	20.0	50.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																	
	EDINBURGH	EASYJET UK LTD	S	D	20	0	0	0.0	25.0	50.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0																	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	8	14																	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	64.3	12	14																	
	EDINBURGH	RYANAIR	S	A	18	0	0	5.6	16.7	27.8	33.3	11.1	0.0	5.6	0.0	0.0	0.0	21	52.9	23	17																	
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	33.3	50.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	8	64.7	15	17																	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	SAS	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2		
EDINBURGH	SAS	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2		
LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	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	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	80		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	4	81		
GATWICK	EASYJET UK LTD	S A	73	0	0	0	32.9	30.1	24.7	6.8	1.4	4.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	73	0	0	0	0.0	53.4	41.1	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	153	0	1	14.9	44.2	19.5	8.4	9.1	3.2	0.0	0.0	0.0	0.0	0.6	10	86.6	8	164			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	155	0	0	0	0.0	56.8	23.2	11.6	6.5	1.3	0.6	0.0	0.0	0.0	0.0	9	78.2	12	165		
HEATHROW	BRITISH AIRWAYS PLC	S A	149	0	0	0	40.9	36.9	15.4	4.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	3	86.3	6	152		
HEATHROW	BRITISH AIRWAYS PLC	S D	149	0	0	0	0.0	66.4	27.5	3.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	6	152		
HEATHROW	SAS	S A	82	0	1	9.6	38.6	32.5	12.0	4.8	1.2	0.0	0.0	0.0	0.0	1.2	8	76.9	8	64			
HEATHROW	SAS	S D	81	0	1	0.0	46.3	37.8	11.0	2.4	1.2	0.0	0.0	0.0	0.0	1.2	6	93.8	2	64			
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S A	76	0	0	0	18.4	46.1	22.4	7.9	5.3	0.0	0.0	0.0	0.0	0.0	5	66.0	14	97			
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S D	76	0	0	0	0.0	56.6	32.9	6.6	2.6	0.0	0.0	1.3	0.0	0.0	0.0	6	85.4	6	96		
LUTON	RYANAIR	S A	31	0	0	0	12.9	61.3	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	31		
LUTON	RYANAIR	S D	31	0	0	0	0.0	38.7	58.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.8	3	31		
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	100.0	3	1		
STANSTED	RYANAIR	S A	77	0	0	0	40.3	36.4	14.3	3.9	3.9	1.3	0.0	0.0	0.0	0.0	0.0	4	88.5	7	78		
STANSTED	RYANAIR	S D	78	0	0	0	0.0	16.7	57.7	12.8	11.5	1.3	0.0	0.0	0.0	0.0	0.0	12	65.4	15	78		
STANSTED	TRANSAVIA	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
STANSTED	TRANSAVIA	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	45		
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	80.0	8	45		
MANCHESTER	EASYJET UK LTD	S A	36	0	0	0	11.1	41.7	19.4	8.3	13.9	0.0	0.0	5.6	0.0	0.0	0.0	25	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S D	36	0	0	0	0.0	38.9	36.1	5.6	13.9	0.0	0.0	5.6	0.0	0.0	0.0	24	0.0	0	0		
MANCHESTER	SAS	S A	47	0	2	8.2	51.0	26.5	6.1	4.1	0.0	0.0	0.0	0.0	0.0	4.1	5	88.7	5	53			
MANCHESTER	SAS	S D	47	0	2	0.0	55.1	30.6	6.1	4.1	0.0	0.0	0.0	0.0	0.0	4.1	5	94.3	3	53			
<b>TOTAL COPENHAGEN</b>			<b>1675</b>	<b>0</b>	<b>8</b>	<b>11.0</b>	<b>44.7</b>	<b>28.8</b>	<b>8.3</b>	<b>5.2</b>	<b>1.2</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>83.6</b>	<b>8</b>	<b>1784</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CORK	BIRMINGHAM	STOBART AIR	S	A	55	0	0	40.0	49.1	5.5	1.8	1.8	1.8	0.0	0.0	0.0	0.0	0.0	3	92.7	6	55
	BIRMINGHAM	STOBART AIR	S	D	55	0	0	3.6	63.6	25.5	1.8	1.8	0.0	3.6	0.0	0.0	0.0	7	76.8	11	55	
	BRISTOL	AER LINGUS	S	A	29	0	0	20.7	44.8	13.8	6.9	13.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	AER LINGUS	S	D	29	0	0	6.9	58.6	3.4	17.2	13.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BRISTOL	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	15	27	
	BRISTOL	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	14	26	
	CARDIFF WALES	FLYBE LTD	S	A	10	0	0	10.0	80.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	5	8	
	CARDIFF WALES	FLYBE LTD	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9	
	CARDIFF WALES	STOBART 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	
	EDINBURGH	AER LINGUS	S	A	36	0	0	19.4	52.8	22.2	0.0	0.0	2.8	0.0	2.8	0.0	0.0	9	94.3	2	35	
	EDINBURGH	AER LINGUS	S	D	36	0	0	8.3	72.2	8.3	0.0	2.8	5.6	0.0	2.8	0.0	0.0	12	97.1	4	35	
	GLASGOW	AER LINGUS	S	A	15	0	0	0.0	73.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	9	18	
	GLASGOW	AER LINGUS	S	D	15	0	0	0.0	33.3	60.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	9	18	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	21	0	0	42.9	28.6	4.8	9.5	0.0	14.3	0.0	0.0	0.0	0.0	13	65.2	16	22	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	21	0	0	0.0	38.1	38.1	9.5	4.8	9.5	0.0	0.0	0.0	0.0	12	65.2	16	23	
	GATWICK	RYANAIR	S	A	31	0	0	16.1	71.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	1	31	
	GATWICK	RYANAIR	S	D	31	0	0	0.0	38.7	48.4	12.9	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	8	31	
	HEATHROW	AER LINGUS	S	A	122	0	0	43.4	45.1	9.0	0.8	0.8	0.8	0.0	0.0	0.0	0.0	2	92.6	3	119	
	HEATHROW	AER LINGUS	S	D	122	0	0	10.7	71.3	12.3	2.5	1.6	1.6	0.0	0.0	0.0	0.0	3	94.2	2	119	
	LUTON	RYANAIR	S	A	22	0	0	59.1	27.3	9.1	0.0	0.0	0.0	4.5	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	RYANAIR	S	D	22	0	0	0.0	22.7	68.2	4.5	0.0	0.0	0.0	4.5	0.0	0.0	15	0.0	0	0	
	STANSTED	RYANAIR	S	A	89	0	0	15.7	57.3	15.7	10.1	1.1	0.0	0.0	0.0	0.0	0.0	3	81.1	20	90	
	STANSTED	RYANAIR	S	D	89	0	0	0.0	27.0	49.4	13.5	7.9	2.2	0.0	0.0	0.0	0.0	11	75.8	13	91	
	MANCHESTER	AER LINGUS	S	A	68	0	1	44.9	36.2	7.2	5.8	4.3	0.0	0.0	0.0	0.0	1.4	4	89.5	7	76	
	MANCHESTER	AER LINGUS	S	D	68	0	1	0.0	59.4	23.2	11.6	2.9	1.4	0.0	0.0	0.0	1.4	6	85.5	10	76	
	NEWCASTLE	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	84.6	4	13	
	NEWCASTLE	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	92.3	7	13	
	SOUTHAMPTON	AER LINGUS	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	2	76.5	10	16	
	SOUTHAMPTON	AER LINGUS	S	D	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.6	15	17	
<b>TOTAL CORK</b>					<b>1015</b>	<b>0</b>	<b>2</b>	<b>18.3</b>	<b>50.9</b>	<b>19.9</b>	<b>5.9</b>	<b>2.8</b>	<b>1.5</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>86.0</b>	<b>8</b>	<b>1023</b>
CRAIOVA	LUTON	WIZZ AIR	S	A	25	0	0	16.0	40.0	24.0	4.0	4.0	0.0	4.0	8.0	0.0	0.0	30	74.2	11	31	
	LUTON	WIZZ AIR	S	D	27	0	0	0.0	7.4	48.1	7.4	18.5	0.0	3.7	7.4	7.4	0.0	0.0	91	45.2	24	31
<b>TOTAL CRAIOVA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>36.5</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>59.7</b>	<b>18</b>	<b>62</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CUNAGUA (CAYO COCO)	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	60.0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	59	100.0	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	20.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	78	80.0	10	5
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69</b>	<b>88.9</b>	<b>6</b>	<b>9</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																							
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	77	0.0	26	1
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	9	1
	MANCHESTER	THOMAS COOK AIRLINES 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	20	0.0	50	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	15	1	
<b>TOTAL DALAMAN</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>25.0</b>	<b>16.7</b>	<b>33.3</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>41</b>	<b>50.0</b>	<b>25</b>	<b>4</b>	
DALLAS/FORT WORTH																							
	HEATHROW	AMERICAN AIRLINES	S	A	105	0	0	24.8	22.9	19.0	11.4	9.5	8.6	2.9	1.0	0.0	0.0	0.0	21	86.5	7	74	
	HEATHROW	AMERICAN AIRLINES	S	D	105	0	0	0.0	40.0	38.1	11.4	8.6	1.0	1.0	0.0	0.0	0.0	0.0	10	78.4	8	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	57.7	15.4	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	7.7	57.7	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	13	64.5	18	30	
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	32.3	22.6	22.6	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	51.6	41.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>324</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>29.3</b>	<b>30.9</b>	<b>11.7</b>	<b>7.1</b>	<b>3.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.4</b>	<b>9</b>	<b>208</b>	
DEBRECEN																							
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	44.4	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	35	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	44.4	22.2	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	37	0.0	0	0	
	LUTON	WIZZ AIR	S	A	35	0	0	8.6	25.7	40.0	8.6	14.3	2.9	0.0	0.0	0.0	0.0	0.0	12	81.8	9	33	
	LUTON	WIZZ AIR	S	D	35	0	0	0.0	14.3	57.1	5.7	20.0	2.9	0.0	0.0	0.0	0.0	0.0	19	78.8	12	33	
<b>TOTAL DEBRECEN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>25.0</b>	<b>42.0</b>	<b>8.0</b>	<b>15.9</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.3</b>	<b>11</b>	<b>66</b>	
DELHI																							
	BIRMINGHAM	AIR INDIA	S	A	13	0	0	7.7	7.7	15.4	7.7	46.2	15.4	0.0	0.0	0.0	0.0	0.0	34	45.2	44	31	
	BIRMINGHAM	AIR INDIA	S	D	14	0	0	0.0	0.0	14.3	21.4	35.7	14.3	14.3	0.0	0.0	0.0	0.0	51	0.0	0	0	
	HEATHROW	AIR INDIA	S	A	62	0	0	24.2	17.7	25.8	8.1	11.3	11.3	0.0	1.6	0.0	0.0	0.0	21	59.7	21	62	
	HEATHROW	AIR INDIA	S	D	62	0	0	0.0	29.0	35.5	16.1	12.9	3.2	1.6	0.0	1.6	0.0	0.0	31	83.9	11	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	33.9	37.1	12.9	8.1	3.2	3.2	0.0	1.6	0.0	0.0	0.0	9	59.7	22	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	22.6	51.6	17.7	4.8	3.2	0.0	0.0	0.0	0.0	0.0	12	69.4	12	62	
	HEATHROW	JET AIRWAYS	S	A	31	0	0	48.4	35.5	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	12.9	41	31	
	HEATHROW	JET AIRWAYS	S	D	31	0	0	0.0	58.1	25.8	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	7	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	16.1	29.0	22.6	12.9	16.1	0.0	3.2	0.0	0.0	0.0	0.0	15	55.2	21	29	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										JAN 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	35.5	48.4	6.5	6.5	0.0	3.2	0.0	0.0	0.0	0.0	12	93.1	3	29						
<b>TOTAL DELHI</b>					<b>399</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>29.1</b>	<b>28.8</b>	<b>11.3</b>	<b>10.3</b>	<b>4.3</b>	<b>1.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>63.9</b>	<b>19</b>	<b>399</b>						
DENVER INTERNATIONAL																												
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	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	61.5	16	13						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	7.7	15.4	15.4	7.7	15.4	30.8	0.0	7.7	0.0	0.0	0.0	54	0.0	0	0						
	GATWICK	NORWEGIAN AIR UK LTD	S	D	14	0	0	0.0	7.1	50.0	28.6	0.0	7.1	0.0	7.1	0.0	0.0	0.0	31	0.0	0	0						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	25.8	25.8	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	11	87.1	8	31						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	45.2	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	58.1	26	31						
<b>TOTAL DENVER INTERNATIONAL</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>23.6</b>	<b>34.8</b>	<b>13.5</b>	<b>3.4</b>	<b>9.0</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.7</b>	<b>15</b>	<b>88</b>						
DETROIT																												
	HEATHROW	DELTA AIRLINES	S	A	48	0	0	14.6	37.5	29.2	14.6	0.0	2.1	2.1	0.0	0.0	0.0	0.0	10	91.7	2	48						
	HEATHROW	DELTA AIRLINES	S	D	48	0	0	0.0	43.8	37.5	14.6	0.0	4.2	0.0	0.0	0.0	0.0	0.0	9	91.7	7	48						
<b>TOTAL DETROIT</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>40.6</b>	<b>33.3</b>	<b>14.6</b>	<b>0.0</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>91.7</b>	<b>5</b>	<b>96</b>						
DHAKHA																												
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	25	0	0	16.0	24.0	16.0	24.0	12.0	0.0	4.0	4.0	0.0	0.0	0.0	26	25.0	65	16						
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	25	0	0	0.0	4.0	48.0	28.0	8.0	4.0	4.0	4.0	0.0	0.0	0.0	33	0.0	71	16						
<b>TOTAL DHAKHA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>14.0</b>	<b>32.0</b>	<b>26.0</b>	<b>10.0</b>	<b>2.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>12.5</b>	<b>68</b>	<b>32</b>						
DINARD																												
	STANSTED	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	0	100.0	4	15						
	STANSTED	RYANAIR	S	D	12	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.3	4	15						
<b>TOTAL DINARD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>66.7</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>0.0</b>	<b>0.0</b>	<b>1</b>	<b>96.7</b>	<b>4</b>	<b>30</b>						
DOHA HAMAD																												
	BIRMINGHAM	QATAR AIRWAYS	S	A	31	0	0	22.6	48.4	16.1	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	31						
	BIRMINGHAM	QATAR AIRWAYS	S	D	31	0	0	0.0	51.6	35.5	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	90.3	4	31						
	CARDIFF WALES	QATAR AIRWAYS	S	A	22	0	0	13.6	22.7	45.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
	CARDIFF WALES	QATAR AIRWAYS	S	D	22	0	0	13.6	63.6	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
	EDINBURGH	QATAR AIRWAYS	S	A	31	0	0	6.5	9.7	41.9	25.8	12.9	3.2	0.0	0.0	0.0	0.0	0.0	17	90.3	4	31						
	EDINBURGH	QATAR AIRWAYS	S	D	31	0	0	0.0	32.3	45.2	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	11	74.2	12	31						
	GATWICK	QATAR AIRWAYS	S	A	70	0	0	7.1	34.3	34.3	15.7	5.7	1.4	1.4	0.0	0.0	0.0	0.0	12	0.0	0	0						
	GATWICK	QATAR AIRWAYS	S	D	70	0	0	4.3	42.9	40.0	10.0	0.0	1.4	1.4	0.0	0.0	0.0	0.0	7	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										JAN 2018									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	22.6	32.3	19.4	16.1	3.2	3.2	3.2	0.0	0.0	0.0	0.0	14	68.8	11	16						
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	38.7	35.5	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	100.0	1	17						
HEATHROW		QATAR AIRWAYS		S	A	186	0	0	15.6	36.6	28.5	13.4	3.2	1.6	0.5	0.5	0.0	0.0	0.0	10	53.8	19	186						
HEATHROW		QATAR AIRWAYS		S	D	186	0	0	0.0	34.9	48.9	8.1	4.8	2.2	0.0	1.1	0.0	0.0	0.0	10	84.2	7	184						
MANCHESTER		QATAR AIRWAYS		S	A	80	0	0	8.8	32.5	22.5	25.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	11	87.3	6	71						
MANCHESTER		QATAR AIRWAYS		S	D	80	0	0	1.3	35.0	32.5	13.8	12.5	3.8	0.0	1.3	0.0	0.0	0.0	16	94.4	6	71						
<b>TOTAL DOHA HAMAD DOLE</b>						<b>902</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>36.1</b>	<b>34.8</b>	<b>13.1</b>	<b>5.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.0</b>	<b>9</b>	<b>669</b>						
STANSTED		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	18	0.0	0	0						
STANSTED		RYANAIR		S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						
<b>TOTAL DOLE</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
DONCASTER SHEFFIELD		BELFAST CITY (GEORGE BEST)		S	A	19	0	0	0.0	26.3	63.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	1						
DONCASTER SHEFFIELD		BELFAST CITY (GEORGE BEST)		S	D	19	0	0	5.3	26.3	63.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
DONCASTER SHEFFIELD		CARDIFF WALES		C	A	0	0	0	0.0	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						
DONCASTER SHEFFIELD		CARDIFF WALES		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
DONCASTER SHEFFIELD		JERSEY		S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
DONCASTER SHEFFIELD		JERSEY		S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	10	1						
<b>TOTAL DONCASTER SHEFFIELD</b>						<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>28.6</b>	<b>59.5</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>4</b>	<b>5</b>						
DONEGAL		GLASGOW		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	25	12						
DONEGAL		GLASGOW		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	30	12						
DONEGAL		GLASGOW		S	A	13	0	0	30.8	38.5	15.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
DONEGAL		GLASGOW		S	D	13	0	0	0.0	53.8	15.4	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0						
<b>TOTAL DONEGAL</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>46.2</b>	<b>15.4</b>	<b>3.8</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>17</b>	<b>69.2</b>	<b>28</b>	<b>24</b>						
DORTMUND		LUTON		S	A	0	0	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	19	34						
DORTMUND		LUTON		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	8	34						
DORTMUND		LUTON		S	A	25	0	0	8.0	20.0	40.0	12.0	16.0	0.0	4.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
DORTMUND		LUTON		S	D	25	0	0	0.0	12.0	64.0	12.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
DORTMUND		STANSTED		S	A	31	0	0	3.2	48.4	22.6	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	86.7	7	30						
DORTMUND		STANSTED		S	D	31	0	0	0.0	25.8	38.7	12.9	19.4	3.2	0.0	0.0	0.0	0.0	0.0	15	76.7	11	30						
<b>TOTAL DORTMUND</b>						<b>112</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>27.7</b>	<b>40.2</b>	<b>14.3</b>	<b>11.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.9</b>	<b>11</b>	<b>128</b>						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DUBAI	BIRMINGHAM	EMIRATES	S	A	63	0	0	7.9	9.5	34.9	30.2	17.5	0.0	0.0	0.0	0.0	0.0	0.0	17	57.8	16	64
	BIRMINGHAM	EMIRATES	S	D	62	0	0	0.0	22.6	40.3	16.1	17.7	3.2	0.0	0.0	0.0	0.0	0.0	15	56.3	21	64
	EDINBURGH	EMIRATES	S	A	25	0	0	4.0	16.0	40.0	32.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	EDINBURGH	EMIRATES	S	D	25	0	0	4.0	40.0	36.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GLASGOW	EMIRATES	S	A	62	0	0	9.7	32.3	35.5	12.9	8.1	1.6	0.0	0.0	0.0	0.0	0.0	11	75.8	9	62
	GLASGOW	EMIRATES	S	D	62	0	0	0.0	9.7	48.4	17.7	17.7	3.2	1.6	1.6	0.0	0.0	0.0	23	40.6	23	63
	GATWICK	EMIRATES	S	A	94	0	0	7.4	29.8	36.2	17.0	8.5	0.0	1.1	0.0	0.0	0.0	0.0	12	67.7	16	95
	GATWICK	EMIRATES	S	D	94	0	0	0.0	37.2	40.4	11.7	9.6	0.0	0.0	1.1	0.0	0.0	0.0	11	81.3	11	95
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	16.3	41.3	31.5	5.4	3.3	2.2	0.0	0.0	0.0	0.0	0.0	6	89.6	29	77
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	25.8	45.2	15.1	8.6	3.2	2.2	0.0	0.0	0.0	0.0	14	84.2	23	76
	HEATHROW	EMIRATES	S	A	189	0	0	8.5	24.9	39.2	19.0	7.9	0.5	0.0	0.0	0.0	0.0	0.0	10	58.4	18	190
	HEATHROW	EMIRATES	S	D	188	0	0	0.0	31.4	48.4	14.4	4.8	1.1	0.0	0.0	0.0	0.0	0.0	8	70.0	13	190
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43.3	43.3	6.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	79.3	9	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	53.3	30.0	3.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	10	89.7	4	29
	STANSTED	EMIRATES	S	A	32	0	0	9.4	31.3	37.5	18.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	EMIRATES	S	D	32	0	0	3.1	37.5	53.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	EMIRATES	S	A	91	0	1	3.3	15.2	38.0	29.3	10.9	1.1	1.1	0.0	0.0	0.0	1.1	16	50.5	24	93
	MANCHESTER	EMIRATES	S	D	92	0	1	0.0	2.2	29.0	30.1	25.8	9.7	1.1	1.1	0.0	0.0	1.1	32	32.3	38	93
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	EMIRATES	C	A	0	0	0	0.0	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
	NEWCASTLE	EMIRATES	S	A	31	0	0	3.2	32.3	32.3	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	13	31
	NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	9.7	45.2	29.0	12.9	0.0	0.0	3.2	0.0	0.0	0.0	21	51.6	32	31
<b>TOTAL DUBAI</b>					<b>1420</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>26.1</b>	<b>38.9</b>	<b>17.9</b>	<b>9.5</b>	<b>1.7</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>64.9</b>	<b>19</b>	<b>1283</b>
DUBAI (WORLD CENTRAL)	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	10	1
	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	100.0	11	1
	MANCHESTER	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
	MANCHESTER	MALETH AERO	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										JAN 2018									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
TOTAL DUBAI (WORLD CENTRAL)		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	5	0.0	0	0						
								<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>18</b>	<b>4</b>						
DUBLIN		ABERDEEN		AER LINGUS		S	A	43	0	0	16.3	51.2	23.3	4.7	2.3	2.3	0.0	0.0	0.0	5	90.9	6	44						
		ABERDEEN		AER LINGUS		S	D	43	0	0	2.3	60.5	27.9	4.7	2.3	2.3	0.0	0.0	0.0	6	88.6	6	44						
		BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1							
		BIRMINGHAM		AER LINGUS		S	A	99	0	0	16.2	73.7	8.1	1.0	1.0	0.0	0.0	0.0	1	93.0	4	100							
		BIRMINGHAM		AER LINGUS		S	D	99	0	0	1.0	55.6	33.3	7.1	3.0	0.0	0.0	0.0	5	91.0	6	100							
		BIRMINGHAM		AIR ARABIA MAROC		S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	16	0.0	0	0							
		BIRMINGHAM		CITY JET		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							
		BIRMINGHAM		CITY JET		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	4	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	43	2							
		BIRMINGHAM		RYANAIR		S	A	170	0	0	18.8	58.2	15.9	2.9	2.4	1.2	0.6	0.0	5	90.0	5	150							
		BIRMINGHAM		RYANAIR		S	D	170	0	0	0.0	45.3	44.7	5.9	2.4	1.2	0.6	0.0	7	88.0	9	150							
		BIRMINGHAM		STOBART AIR		S	A	48	0	0	39.6	58.3	2.1	0.0	0.0	0.0	0.0	0.0	0	93.8	3	47							
		BIRMINGHAM		STOBART AIR		S	D	48	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	1	91.7	3	47							
		BRISTOL		AER LINGUS		S	A	75	3	0	6.4	52.6	32.1	2.6	1.3	1.3	0.0	3.8	4	0.0	0	0							
		BRISTOL		AER LINGUS		S	D	75	3	0	5.1	69.2	12.8	2.6	3.8	2.6	0.0	3.8	5	0.0	0	0							
		BRISTOL		RYANAIR		S	A	86	0	0	4.7	43.0	38.4	8.1	3.5	2.3	0.0	0.0	8	81.0	9	84							
		BRISTOL		RYANAIR		S	D	84	0	0	0.0	61.9	25.0	7.1	4.8	0.0	0.0	1.2	9	82.1	9	84							
		BRISTOL		STOBART AIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	8	83							
		BRISTOL		STOBART AIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	7	83							
		CARDIFF WALES		FLYBE LTD		C	D	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	52	0	0	9.6	61.5	17.3	3.8	5.8	0.0	1.9	0.0	7	85.2	6	61							
		CARDIFF WALES		FLYBE LTD		S	D	52	0	0	0.0	38.5	53.8	3.8	1.9	0.0	1.9	0.0	6	86.9	11	61							
		DONCASTER SHEFFIELD		EASTERN AIRWAYS		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		DONCASTER SHEFFIELD		EASTERN AIRWAYS		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		DONCASTER SHEFFIELD		FLYBE LTD		S	A	12	0	0	0.0	66.7	16.7	8.3	8.3	0.0	0.0	0.0	7	92.3	2	13							
		DONCASTER SHEFFIELD		FLYBE LTD		S	D	12	0	0	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	1	100.0	1	13							
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	48	0	0	12.5	43.8	18.8	18.8	4.2	2.1	0.0	0.0	9	82.5	8	57							
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	48	0	0	0.0	33.3	33.3	14.6	14.6	4.2	0.0	0.0	14	71.9	13	57							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
EDINBURGH	AER LINGUS	S A	120	0	0	9.2	55.0	29.2	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.2	6	120
EDINBURGH	AER LINGUS	S D	120	0	0	1.7	52.5	35.0	9.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	8	120
EDINBURGH	RYANAIR	S A	105	0	0	21.0	45.7	24.8	2.9	4.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	4	104
EDINBURGH	RYANAIR	S D	105	0	0	0.0	47.6	36.2	7.6	7.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.7	7	104
EXETER	FLYBE LTD	S A	19	0	0	5.3	52.6	26.3	5.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	68.4	12	18
EXETER	FLYBE LTD	S D	19	0	0	0.0	47.4	36.8	0.0	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	83.3	11	18
GLASGOW	AER LINGUS	S A	124	0	0	22.6	55.6	18.5	1.6	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	2	82.6	7	115
GLASGOW	AER LINGUS	S D	124	0	0	7.3	60.5	25.8	4.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	11	115
GLASGOW	RYANAIR	S A	88	0	0	21.6	60.2	13.6	3.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	9	88
GLASGOW	RYANAIR	S D	88	0	0	1.1	48.9	35.2	5.7	5.7	1.1	1.1	1.1	0.0	0.0	0.0	0.0	10	78.4	14	88
ISLE OF MAN	AER LINGUS	S A	47	0	0	51.1	44.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.9	2	49
ISLE OF MAN	AER LINGUS	S D	47	0	0	31.9	59.6	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.8	9	49
LEEDS BRADFORD	AER LINGUS	S A	57	0	0	5.3	63.2	28.1	1.8	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.5	7	57
LEEDS BRADFORD	AER LINGUS	S D	57	0	0	0.0	57.9	38.6	1.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	82.8	7	57
LEEDS BRADFORD	RYANAIR	S A	57	0	1	13.8	36.2	29.3	8.6	8.6	1.7	0.0	0.0	0.0	0.0	0.0	1.7	9	86.2	12	58
LEEDS BRADFORD	RYANAIR	S D	58	0	0	0.0	41.4	44.8	5.2	6.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	9	93.1	11	58
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	95	0	0	7.4	50.5	28.4	8.4	4.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	6	83.8	6	105
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	95	0	0	1.1	32.6	48.4	11.6	4.2	1.1	1.1	0.0	0.0	0.0	0.0	0.0	8	77.1	15	118
GATWICK	AER LINGUS	S A	170	0	0	27.6	47.6	16.5	3.5	3.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	4	93.3	3	179
GATWICK	AER LINGUS	S D	170	0	0	2.9	61.8	23.5	5.3	3.5	1.8	0.6	0.6	0.0	0.0	0.0	0.0	7	91.6	4	178
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	100.0	10	1
GATWICK	RYANAIR	S A	247	0	0	31.2	49.0	13.8	3.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.7	4	246
GATWICK	RYANAIR	S D	247	0	0	0.0	49.0	38.9	7.7	4.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	5	82.9	9	246
HEATHROW	AER LINGUS	S A	316	0	2	27.0	52.5	15.7	2.2	1.6	0.3	0.0	0.0	0.0	0.0	0.0	0.6	2	87.4	5	317
HEATHROW	AER LINGUS	S D	316	0	2	1.3	73.9	18.9	2.5	1.9	0.9	0.0	0.0	0.0	0.0	0.0	0.6	3	93.7	3	318
HEATHROW	BRITISH AIRWAYS PLC	S A	209	0	2	27.0	53.6	11.4	4.3	0.9	1.4	0.5	0.0	0.0	0.0	0.0	0.9	4	85.6	6	213
HEATHROW	BRITISH AIRWAYS PLC	S D	209	0	2	0.0	54.0	36.5	6.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	4	91.2	4	213
LONDON CITY	AER LINGUS	S A	159	0	0	45.3	37.7	11.9	2.5	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
LONDON CITY	AER LINGUS	S D	159	0	0	1.9	46.5	37.7	8.8	3.1	1.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
LONDON CITY	BA CITYFLYER LTD	S A	130	0	0	24.6	48.5	20.0	1.5	2.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	84.7	7	124
LONDON CITY	BA CITYFLYER LTD	S D	130	0	0	0.0	38.5	45.4	9.2	4.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	8	78.7	12	126
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	0.0	0	85.2	7	162

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LONDON CITY	CITY JET	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.6	13	162		
LONDON CITY	FLYBE LTD	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	285	1		
LUTON	RYANAIR	S A	91	0	0	0	7.7	59.3	19.8	7.7	5.5	0.0	0.0	0.0	0.0	0.0	5	90.2	5	92			
LUTON	RYANAIR	S D	91	0	0	0	0.0	49.5	45.1	1.1	4.4	0.0	0.0	0.0	0.0	0.0	3	93.4	3	91			
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	100.0	5	1			
STANSTED	RYANAIR	S A	233	0	0	0	10.3	49.4	24.9	9.0	4.7	1.3	0.4	0.0	0.0	0.0	7	74.2	13	233			
STANSTED	RYANAIR	S D	233	0	0	0	0.0	32.6	47.2	11.2	6.9	1.7	0.0	0.4	0.0	0.0	10	75.9	12	232			
MANCHESTER	AER LINGUS	S A	157	0	2	12.6	49.7	23.3	8.8	3.1	1.3	0.0	0.0	0.0	0.0	1.3	6	88.0	5	167			
MANCHESTER	AER LINGUS	S D	158	0	2	1.9	44.4	31.3	11.9	6.3	1.9	1.3	0.0	0.0	0.0	1.3	10	79.2	9	168			
MANCHESTER	RYANAIR	S A	171	0	0	14.0	56.7	17.5	5.8	3.5	1.8	0.0	0.6	0.0	0.0	0.0	7	93.3	3	163			
MANCHESTER	RYANAIR	S D	170	0	0	1.8	40.6	37.1	12.9	5.3	1.8	0.0	0.6	0.0	0.0	0.0	10	89.6	5	163			
NEWCASTLE	AER LINGUS	S A	32	0	0	9.4	65.6	18.8	3.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	3	93.5	2	31			
NEWCASTLE	AER LINGUS	S D	32	0	0	0.0	75.0	15.6	6.3	0.0	3.1	0.0	0.0	0.0	0.0	0.0	4	93.5	4	31			
NEWCASTLE	RYANAIR	S A	43	0	0	14.0	65.1	14.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	86.2	4	58			
NEWCASTLE	RYANAIR	S D	43	0	0	0.0	53.5	37.2	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	6	86.2	7	58			
NEWCASTLE	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	8	1			
SOUTHAMPTON	FLYBE LTD	S A	85	0	0	10.6	44.7	35.3	2.4	4.7	2.4	0.0	0.0	0.0	0.0	0.0	7	86.2	9	86			
SOUTHAMPTON	FLYBE LTD	S D	85	0	0	1.2	47.1	43.5	2.4	2.4	3.5	0.0	0.0	0.0	0.0	0.0	5	93.3	5	89			
SOUTHEND	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	5	1			
SOUTHEND	CITY JET	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1			
SOUTHEND	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	105	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	88.9	160	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	90.0	5	10			
SOUTHEND	STOBART AIR	S A	55	0	0	25.5	43.6	16.4	7.3	3.6	1.8	1.8	0.0	0.0	0.0	0.0	8	74.5	65	54			
SOUTHEND	STOBART AIR	S D	56	0	0	1.8	69.6	19.6	1.8	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	90.7	6	54			
<b>TOTAL DUBLIN</b>			<b>6890</b>	<b>6</b>	<b>13</b>	<b>10.9</b>	<b>51.9</b>	<b>26.7</b>	<b>5.6</b>	<b>3.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.2</b>	<b>5</b>	<b>86.0</b>	<b>8</b>	<b>7005</b>			
DUBROVNIK																							
GATWICK	BRITISH AIRWAYS PLC	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	27	100.0	0	3			
GATWICK	BRITISH AIRWAYS PLC	S D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	3			
<b>TOTAL DUBROVNIK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>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>20</b>	<b>100.0</b>	<b>0</b>	<b>6</b>			
DUNDEE																							
STANSTED	LOGANAIR LTD	S A	46	0	1	51.1	31.9	12.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	2.1	3	78.7	9	47			
STANSTED	LOGANAIR LTD	S D	46	0	1	12.8	63.8	10.6	4.3	4.3	2.1	0.0	0.0	0.0	0.0	2.1	5	78.7	12	47			
<b>TOTAL DUNDEE</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>31.9</b>	<b>47.9</b>	<b>11.7</b>	<b>2.1</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>2.1</b>	<b>4</b>	<b>78.7</b>	<b>10</b>	<b>94</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE											JAN 2018			
								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)
DURBAN		HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	84.6	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL DURBAN</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>42.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	92	0	4	6.3	46.9	25.0	4.2	10.4	3.1	0.0	0.0	0.0	0.0	4.2	9	29.3	26	74	
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	92	0	4	0.0	31.3	44.8	6.3	10.4	3.1	0.0	0.0	0.0	0.0	4.2	11	21.3	34	74	
		BIRMINGHAM	FLYBE LTD	S	A	83	0	3	10.5	54.7	19.8	5.8	3.5	2.3	0.0	0.0	0.0	0.0	3.5	7	86.5	7	96	
		BIRMINGHAM	FLYBE LTD	S	D	83	0	3	0.0	32.6	45.3	9.3	4.7	4.7	0.0	0.0	0.0	0.0	3.5	11	86.5	9	96	
		BRISTOL	BMI REGIONAL	S	A	24	0	0	25.0	29.2	16.7	8.3	12.5	8.3	0.0	0.0	0.0	0.0	0.0	16	59.3	15	25	
		BRISTOL	BMI REGIONAL	S	D	26	0	0	0.0	42.3	30.8	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	14	51.9	21	25	
		BRISTOL	JOTA AVIATION LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
		BRISTOL	JOTA AVIATION LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0	
		CARDIFF WALES	BMI REGIONAL	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3	
		EDINBURGH	EUROWINGS LUFTVERKEHRS	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	2	66.7	11	3	
		GLASGOW	EUROWINGS LUFTVERKEHRS	S	A	28	0	1	0.0	37.9	44.8	13.8	0.0	0.0	0.0	0.0	0.0	0.0	3.4	7	10.0	46	20	
		GLASGOW	EUROWINGS LUFTVERKEHRS	S	D	28	0	1	0.0	62.1	27.6	3.4	3.4	0.0	0.0	0.0	0.0	0.0	3.4	4	15.0	48	20	
		LEEDS BRADFORD	FLYBE LTD	S	A	19	0	0	26.3	63.2	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.0	4	24	
		LEEDS BRADFORD	FLYBE LTD	S	D	19	0	0	0.0	52.6	36.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.0	4	24	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	6	32.7	38.6	15.0	5.2	2.0	2.6	0.0	0.0	0.0	0.0	3.9	5	86.4	5	179	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	4	0.0	59.2	31.6	4.6	1.3	0.7	0.0	0.0	0.0	0.0	2.6	3	87.5	4	179	
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	115	0	4	26.9	45.4	15.1	5.0	4.2	0.0	0.0	0.0	0.0	0.0	3.4	4	75.8	12	119	
		HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	115	0	4	0.0	47.1	35.3	10.9	1.7	1.7	0.0	0.0	0.0	0.0	3.4	6	76.7	12	118	
		LONDON CITY	BA CITYFLYER LTD	S	A	59	0	2	8.2	32.8	37.7	6.6	6.6	1.6	3.3	0.0	0.0	0.0	3.3	14	98.2	1	57	
		LONDON CITY	BA CITYFLYER LTD	S	D	59	0	2	0.0	32.8	39.3	13.1	1.6	6.6	3.3	0.0	0.0	0.0	3.3	17	89.7	7	58	
		LONDON CITY	FLYBE LTD	S	A	68	0	4	5.6	52.8	15.3	6.9	11.1	1.4	1.4	0.0	0.0	0.0	5.6	11	93.3	4	60	
		LONDON CITY	FLYBE LTD	S	D	67	0	5	0.0	22.2	50.0	4.2	11.1	2.8	1.4	1.4	0.0	0.0	6.9	17	86.9	8	60	
		MANCHESTER	EMIRATES	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	522	0.0	0	0	



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	EUROWINGS LUFTVERKEHRS	S	A	98	0	5	12.6	42.7	20.4	10.7	6.8	1.0	1.0	0.0	0.0	0.0	4.9	9	62.0	19	79	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	98	0	5	0.0	41.7	33.0	4.9	12.6	1.9	0.0	1.0	0.0	0.0	4.9	12	60.3	19	78	
	MANCHESTER	FLYBE LTD	S	A	61	0	2	1.6	55.6	27.0	4.8	3.2	3.2	1.6	0.0	0.0	0.0	3.2	8	89.9	6	68	
	MANCHESTER	FLYBE LTD	S	D	62	0	1	0.0	28.6	49.2	9.5	11.1	0.0	0.0	0.0	0.0	0.0	1.6	8	87.0	6	68	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	24	0	0	0.0	33.3	37.5	4.2	16.7	8.3	0.0	0.0	0.0	0.0	0.0	17	14.3	35	20	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	24	0	0	0.0	41.7	33.3	4.2	12.5	8.3	0.0	0.0	0.0	0.0	0.0	14	23.8	33	20	
	SOUTHAMPTON	FLYBE LTD	S	A	19	0	0	10.5	42.1	31.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	7	21	
	SOUTHAMPTON	FLYBE LTD	S	D	20	0	0	0.0	25.0	55.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	10	81.0	9	21	
	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	0.0	30	1	
	SOUTHEND	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
<b>TOTAL DUSSELDORF</b>					<b>1685</b>	<b>1</b>	<b>60</b>	<b>7.7</b>	<b>42.6</b>	<b>30.2</b>	<b>6.8</b>	<b>6.2</b>	<b>2.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>3.4</b>	<b>9</b>	<b>73.7</b>	<b>12</b>	<b>1691</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EAST MIDLANDS INTERNATIONAL	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	91	0	0	4.4	62.6	22.0	6.6	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	89.8	4	85
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	92	0	0	0.0	56.5	41.3	0.0	1.1	1.1	0.0	0.0	0.0	0.0	0.0	2	93.2	3	86
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	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	21	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	30	1
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	CARDIFF WALES	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	CARDIFF WALES	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	FLYBE LTD	S	A	63	0	0	6.3	46.0	31.7	9.5	3.2	1.6	1.6	0.0	0.0	0.0	0.0	8	91.8	4	61
	EDINBURGH	FLYBE LTD	S	D	63	0	0	0.0	39.7	42.9	14.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	7	91.8	5	61
	GLASGOW	FLYBE LTD	S	A	72	0	0	2.8	47.2	23.6	11.1	8.3	4.2	2.8	0.0	0.0	0.0	0.0	15	77.6	21	66
	GLASGOW	FLYBE LTD	S	D	72	0	0	0.0	45.8	31.9	6.9	11.1	1.4	2.8	0.0	0.0	0.0	0.0	12	82.1	18	67
	JERSEY	FLYBE LTD	S	A	14	0	0	0.0	50.0	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	10	22
	JERSEY	FLYBE LTD	S	D	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	2	90.9	6	22
	MANCHESTER	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	NEWCASTLE	BMI REGIONAL	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	406	0.0	0	0
	SOUTHAMPTON	2 EXCEL AVIATION LTD T/A THE BLADES BROADSWORD SCIMITAR SABRE AND T2	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>484</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>51.1</b>	<b>31.3</b>	<b>7.8</b>	<b>4.3</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>87.0</b>	<b>9</b>	<b>478</b>
EDINBURGH																						
ABERDEEN	LOGANAIR LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	99	0	1	24.0	56.0	10.0	3.0	2.0	3.0	1.0	0.0	0.0	0.0	1.0	5	83.5	9	108	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	100	0	0	0.0	56.0	31.0	5.0	3.0	4.0	1.0	0.0	0.0	0.0	0.0	8	86.4	10	108	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	10	86	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.1	12	86	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 UK LTD	S	A	87	0	0	23.0	46.0	17.2	6.9	3.4	2.3	1.1	0.0	0.0	0.0	0.0	8	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	87	0	0	0.0	51.7	31.0	6.9	6.9	2.3	1.1	0.0	0.0	0.0	0.0	9	0.0	0	0		
BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BIRMINGHAM	FLYBE LTD	S	A	175	0	1	6.8	47.2	25.0	10.2	5.1	2.8	2.3	0.0	0.0	0.0	0.6	11	87.7	6	169		
BIRMINGHAM	FLYBE LTD	S	D	175	0	1	0.0	27.3	44.3	14.2	6.8	4.5	2.3	0.0	0.0	0.0	0.6	16	83.5	10	169		
BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	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	107		
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	86.9	9	107		
BRISTOL	EASYJET UK LTD	S	A	106	0	0	2.8	34.9	37.7	15.1	4.7	4.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	D	107	0	0	10.3	63.6	15.0	3.7	2.8	3.7	0.0	0.9	0.0	0.0	0.0	8	0.0	0	0		
BRISTOL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
CARDIFF WALES	FLYBE LTD	S	A	42	0	0	7.1	42.9	35.7	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	84.6	7	52		
CARDIFF WALES	FLYBE LTD	S	D	42	0	0	0.0	45.2	42.9	2.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	8	86.8	5	53		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	63	0	0	12.7	55.6	25.4	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	4	91.5	4	59		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	63	0	0	0.0	39.7	47.6	7.9	1.6	1.6	1.6	0.0	0.0	0.0	0.0	9	91.8	4	61		
EXETER	FLYBE LTD	S	A	24	0	0	12.5	45.8	25.0	8.3	0.0	4.2	4.2	0.0	0.0	0.0	0.0	13	92.6	6	27		
EXETER	FLYBE LTD	S	D	24	0	0	0.0	29.2	58.3	4.2	0.0	4.2	4.2	0.0	0.0	0.0	0.0	12	81.5	19	27		
ISLE OF MAN	LOGANAIR LTD	S	A	9	0	0	22.2	55.6	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	87.5	5	8		
ISLE OF MAN	LOGANAIR LTD	S	D	9	0	0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	87.5	5	8		
GATWICK	BRITISH AIRWAYS PLC	S	A	94	0	0	33.0	50.0	10.6	3.2	2.1	1.1	0.0	0.0	0.0	0.0	0.0	3	95.9	2	97		
GATWICK	BRITISH AIRWAYS PLC	S	D	94	0	0	0.0	63.8	27.7	5.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	95.9	2	97		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	112		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.6	7	112		
GATWICK	EASYJET UK LTD	S	A	112	0	0	13.4	43.8	23.2	8.9	8.9	1.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
GATWICK	EASYJET UK LTD	S	D	112	0	0	0.9	53.6	27.7	9.8	7.1	0.9	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	230	0	2	41.4	40.9	11.2	3.0	2.6	0.0	0.0	0.0	0.0	0.0	0.9	2	84.3	7	288		
HEATHROW	BRITISH AIRWAYS PLC	S	D	230	0	2	0.0	53.0	37.5	6.5	1.7	0.4	0.0	0.0	0.0	0.0	0.9	4	86.7	6	289		
HEATHROW	FLYBE LTD	S	A	105	0	0	20.0	45.7	20.0	5.7	6.7	1.9	0.0	0.0	0.0	0.0	0.0	6	89.3	6	112		
HEATHROW	FLYBE LTD	S	D	105	0	0	0.0	44.8	39.0	6.7	9.5	0.0	0.0	0.0	0.0	0.0	0.0	7	92.0	7	112		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	BA CITYFLYER LTD	S	A	177	0	0	23.2	49.2	16.4	4.5	2.8	2.8	1.1	0.0	0.0	0.0	0.0	7	81.1	10	169	
	LONDON CITY	BA CITYFLYER LTD	S	D	176	0	1	0.0	48.0	33.9	10.2	5.1	1.7	0.6	0.0	0.0	0.0	0.6	9	74.9	14	166	
	LONDON CITY	FLYBE LTD	S	A	104	0	1	37.1	38.1	16.2	3.8	1.0	2.9	0.0	0.0	0.0	0.0	1.0	4	89.1	4	100	
	LONDON CITY	FLYBE LTD	S	D	103	0	3	0.0	37.7	42.5	8.5	3.8	3.8	0.9	0.0	0.0	0.0	2.8	11	81.4	8	99	
	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	76.8	11	99	
	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	73.7	13	99	
	LUTON	EASYJET UK LTD	S	A	96	0	0	28.1	35.4	17.7	10.4	5.2	2.1	0.0	1.0	0.0	0.0	0.0	11	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	95	0	0	0.0	53.7	25.3	9.5	8.4	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.6	13	116	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	14	116	
	STANSTED	EASYJET UK LTD	S	A	121	0	0	24.8	40.5	23.1	6.6	2.5	0.8	1.7	0.0	0.0	0.0	0.0	7	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	D	121	0	0	1.7	64.5	22.3	8.3	1.7	0.8	0.8	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	STANSTED	RYANAIR	S	A	144	0	0	38.2	47.2	10.4	2.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	STANSTED	RYANAIR	S	D	144	0	0	0.0	50.7	37.5	6.9	2.8	2.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	78	0	1	11.4	48.1	30.4	2.5	5.1	0.0	1.3	0.0	0.0	0.0	1.3	6	87.8	8	90	
	MANCHESTER	FLYBE LTD	S	D	78	0	1	0.0	22.8	58.2	11.4	2.5	2.5	1.3	0.0	0.0	0.0	1.3	10	84.4	10	90	
	SOUTHAMPTON	FLYBE LTD	S	A	121	0	1	15.6	52.5	15.6	9.0	2.5	3.3	0.8	0.0	0.0	0.0	0.8	7	83.5	9	121	
	SOUTHAMPTON	FLYBE LTD	S	D	121	0	1	2.5	55.7	23.8	5.7	3.3	6.6	0.8	0.8	0.0	0.0	0.8	13	86.9	8	122	
	SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1	
<b>TOTAL EDINBURGH</b>					<b>3978</b>	<b>0</b>	<b>16</b>	<b>11.9</b>	<b>47.1</b>	<b>26.7</b>	<b>7.1</b>	<b>3.9</b>	<b>2.2</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>84.0</b>	<b>9</b>	<b>3846</b>	
EDINHOVEN																							
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	23.1	38.5	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15	92.3	6	13	
	EDINBURGH	RYANAIR	S	D	13	0	0	7.7	38.5	23.1	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	84.6	14	13	
	LUTON	WIZZ AIR UK 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	101	0.0	0	0	
	STANSTED	RYANAIR	S	A	73	0	0	5.5	38.4	35.6	6.8	4.1	8.2	0.0	1.4	0.0	0.0	0.0	16	77.2	10	79	
	STANSTED	RYANAIR	S	D	73	0	0	0.0	17.8	61.6	16.4	2.7	1.4	0.0	0.0	0.0	0.0	0.0	10	68.4	16	79	
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	23.5	29.4	29.4	0.0	11.8	0.0	5.9	0.0	0.0	0.0	28	73.9	12	22	
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	5.9	58.8	23.5	5.9	0.0	5.9	0.0	0.0	0.0	0.0	19	63.6	12	22	
<b>TOTAL EINDHOVEN</b>					<b>207</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>26.1</b>	<b>45.4</b>	<b>15.9</b>	<b>2.9</b>	<b>5.8</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.8</b>	<b>12</b>	<b>228</b>	
ENFIDHA - HAMMAMET INTL																							
	BIRMINGHAM	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	15	0.0	0	0	
	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	14	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	10.0	30.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	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	5	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	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	8	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES 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	11	0.0	0	0		
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>41.9</b>	<b>19.4</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ENONTEKIO	BIRMINGHAM	ENTER AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2		
	BIRMINGHAM	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1		
	BOURNEMOUTH	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	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	100.0	0	1		
	BRISTOL	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
	BRISTOL	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	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	23	1		
	EXETER	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	240	0.0	0	0		
	LEEDS BRADFORD	ENTER AIR	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	88	0.0	41	2		
	LEEDS BRADFORD	ENTER AIR	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	2		
	GATWICK	ENTER AIR	C	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	13	3		
	GATWICK	ENTER AIR	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	14	3		
	MANCHESTER	ENTER AIR	C	A	3	0	0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	42	100.0	8	1		
	MANCHESTER	ENTER AIR	C	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	24	100.0	15	1		
	NEWCASTLE	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
<b>TOTAL ENONTEKIO</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>10.0</b>	<b>35.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>68.4</b>	<b>14</b>	<b>19</b>		
ERRACHIDIA	GATWICK	TAG AVIATION (UK) LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	89	0.0	0	0		
<b>TOTAL ERRACHIDIA</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>89</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
ESBJERG	ABERDEEN	BMI REGIONAL	S	A	12	0	1	7.7	53.8	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	7.7	10	64.3	10	13	
	ABERDEEN	BMI REGIONAL	S	D	13	0	1	0.0	21.4	42.9	7.1	14.3	7.1	0.0	0.0	0.0	0.0	7.1	16	85.7	6	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	ABERDEEN	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
<b>TOTAL ESBJERG</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>35.7</b>	<b>28.6</b>	<b>7.1</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>8</b>	<b>26</b>		
ESSAOUIRA	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	80.0	50	10			
	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	90.0	7	10			
<b>TOTAL ESSAOUIRA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>28</b>	<b>20</b>			
EXETER	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	20	0	0	5.0	55.0	25.0	10.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	10	100.0	0	19			
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	20	0	0	0.0	45.0	40.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	94.4	2	18			
	BIRMINGHAM	FLYBE LTD	S	A	7	0	0	28.6	0.0	28.6	0.0	0.0	28.6	0.0	14.3	0.0	0.0	0.0	52	50.0	32	4			
	BIRMINGHAM	FLYBE LTD	S	D	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	66.7	11	3			
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	68	1			
	EDINBURGH	FLYBE LTD	S	A	24	0	0	4.2	70.8	12.5	4.2	0.0	4.2	4.2	0.0	0.0	0.0	0.0	12	77.8	19	27			
	EDINBURGH	FLYBE LTD	S	D	24	0	0	0.0	12.5	54.2	20.8	4.2	4.2	4.2	0.0	0.0	0.0	0.0	19	85.2	9	27			
	GLASGOW	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	GLASGOW	FLYBE LTD	S	A	16	0	0	12.5	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	17	18			
	GLASGOW	FLYBE LTD	S	D	16	0	0	0.0	50.0	31.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	14	18			
	JERSEY	FLYBE LTD	S	A	27	0	0	0.0	63.0	22.2	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6	80.4	12	51			
	JERSEY	FLYBE LTD	S	D	47	0	0	6.4	46.8	25.5	8.5	6.4	4.3	2.1	0.0	0.0	0.0	0.0	13	72.0	15	50			
	LEEDS BRADFORD	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	LONDON CITY	FLYBE LTD	S	A	25	0	0	28.0	36.0	20.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	11	30			
	LONDON CITY	FLYBE LTD	S	D	26	0	0	0.0	42.3	42.3	3.8	7.7	0.0	3.8	0.0	0.0	0.0	0.0	12	77.4	22	31			
	MANCHESTER	FLYBE LTD	S	A	84	0	1	0.0	21.2	58.8	10.6	5.9	1.2	1.2	0.0	0.0	0.0	1.2	11	85.0	6	80			
	MANCHESTER	FLYBE LTD	S	D	84	0	1	1.2	31.8	45.9	9.4	7.1	2.4	1.2	0.0	0.0	0.0	1.2	12	86.4	9	81			
	NEWCASTLE	FLYBE LTD	S	A	18	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	6	20			
	NEWCASTLE	FLYBE LTD	S	D	18	0	0	0.0	38.9	44.4	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	78.9	8	19			
	SOUTHAMPTON	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
	SOUTHEND	FLYBE LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
<b>TOTAL EXETER</b>					<b>468</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>37.9</b>	<b>38.5</b>	<b>9.1</b>	<b>5.7</b>	<b>3.0</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>82.0</b>	<b>11</b>	<b>498</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: F																	JAN 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FAGERNES/LEIRIN		GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	100.0	5	4
<b>TOTAL FAGERNES/LEIRIN</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
FARNBOROUGH		BELFAST CITY (GEORGE BEST)	SAXONAIR CHARTER 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
		BELFAST CITY (GEORGE BEST)	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	100.0	1	1
		BELFAST INTERNATIONAL	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
		DONCASTER SHEFFIELD	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
		TEESSIDE INTERNATIONAL AIRPORT	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL FARNBOROUGH</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>6</b>
FARO		BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	13
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	8	13
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	14.3	50.0	14.3	0.0	14.3	0.0	7.1	0.0	0.0	0.0	21	0.0	0	0
		BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	35.7	7.1	7.1	0.0	7.1	0.0	0.0	0.0	25	0.0	0	0
		BIRMINGHAM	JET2.COM LTD	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	100.0	0	2
		BIRMINGHAM	JET2.COM 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	1	100.0	2	2
		BIRMINGHAM	RYANAIR	S	A	12	0	0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9
		BIRMINGHAM	RYANAIR	S	D	12	0	0	0.0	0.0	25.0	66.7	8.3	0.0	0.0	0.0	0.0	0.0	20	33.3	27	9
		BOURNEMOUTH	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	8	88.9	4	9
		BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	16	88.9	7	9
		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	95.0	5	20
		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	90.0	10	20
		BRISTOL	EASYJET UK LTD	S	A	20	0	0	5.0	40.0	45.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	9	0.0	0	0
		BRISTOL	EASYJET UK LTD	S	D	20	0	0	5.0	45.0	30.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	10	0.0	0	0
		BRISTOL	RYANAIR	S	A	14	0	0	7.1	28.6	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	10	13
		BRISTOL	RYANAIR	S	D	14	0	0	0.0	85.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	7	13
		CARDIFF WALES	FLYBE LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2
		CARDIFF WALES	FLYBE LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	A	15	0	0	13.3	40.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	7	10	
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	D	15	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	10	10	
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	53	1	
EDINBURGH	RYANAIR		S	A	10	0	0	20.0	50.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	2	9	
EDINBURGH	RYANAIR		S	D	10	0	0	0.0	10.0	70.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	66.7	12	9	
EXETER	FLYBE LTD		S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	100.0	10	1	
EXETER	FLYBE LTD		S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	63	100.0	0	1	
GLASGOW	EASYJET AIRLINE COMPANY LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	10	
GLASGOW	EASYJET AIRLINE COMPANY LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	10	
GLASGOW	EASYJET UK LTD		S	A	10	0	0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
GLASGOW	EASYJET UK LTD		S	D	11	0	0	0.0	72.7	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
JERSEY	GERMANIA FLUGGESELLSCHAFT		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
LEEDS BRADFORD	JET2.COM LTD		S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	5	3	
LEEDS BRADFORD	JET2.COM 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	0	100.0	4	3	
LEEDS BRADFORD	RYANAIR		S	A	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	8	9	
LEEDS BRADFORD	RYANAIR		S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	9	
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	90.9	5	11	
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	90.9	3	11	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD		S	A	11	0	0	45.5	45.5	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	25	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD		S	D	11	0	0	0.0	72.7	18.2	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	25	0.0	0	0	
LIVERPOOL (JOHN LENNON)	RYANAIR		S	A	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	8	66.7	10	9	
LIVERPOOL (JOHN LENNON)	RYANAIR		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	7	88.9	3	9	
GATWICK	BRITISH AIRWAYS PLC		S	A	32	0	0	53.1	31.3	12.5	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2	92.0	2	25	
GATWICK	BRITISH AIRWAYS PLC		S	D	32	0	0	0.0	43.8	50.0	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.0	5	25	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.1	6	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	11	36
	GATWICK	EASYJET UK LTD	S	A	37	0	0	18.9	51.4	24.3	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	37	0	0	0.0	40.5	40.5	8.1	5.4	5.4	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	18
	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	94.4	7	18
	LUTON	EASYJET UK LTD	S	A	20	0	0	35.0	15.0	25.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	20	0	0	0.0	25.0	60.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	JET2.COM LTD	S	A	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	14	8
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8
	STANSTED	RYANAIR	S	A	31	0	0	3.2	29.0	51.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	80.8	9	26
	STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	58.1	12.9	16.1	6.5	0.0	0.0	0.0	0.0	0.0	18	50.0	24	26
	MANCHESTER	EASYJET UK LTD	S	A	17	0	0	52.9	23.5	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	9.1	18.2	63.6	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	21	100.0	0	2
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	0.0	72.7	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	2
	MANCHESTER	RYANAIR	S	A	31	0	0	3.2	25.8	45.2	9.7	9.7	3.2	3.2	0.0	0.0	0.0	0.0	15	86.4	5	22
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	22.6	35.5	25.8	3.2	9.7	3.2	0.0	0.0	0.0	0.0	24	59.1	15	22
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	13	9
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	NEWCASTLE	EASYJET UK 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	4	0.0	0	0
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10
	SOUTHEND	EASYJET UK LTD	S	A	10	0	0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL FARO FEZ</b>					<b>706</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>37.8</b>	<b>35.8</b>	<b>7.5</b>	<b>5.1</b>	<b>1.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.8</b>	<b>8</b>	<b>575</b>
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	11.1	22.2	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	9
	GATWICK	AIR ARABIA MAROC	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	8	77.8	7	9
	STANSTED	RYANAIR	S	A	9	0	0	11.1	11.1	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	29	100.0	2	10
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	51	30.0	24	10
<b>TOTAL FEZ</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>22.2</b>	<b>25.0</b>	<b>16.7</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>25</b>	<b>76.3</b>	<b>10</b>	<b>38</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: F																	JAN 2018				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FIGARI		BIRMINGHAM	ADRIA AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
		BIRMINGHAM	ADRIA AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
<b>TOTAL FIGARI</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>37</b>	<b>2</b>	
FLORENCE		GATWICK	VUELING AIRLINES	S	A	39	0	1	5.0	52.5	20.0	7.5	7.5	5.0	0.0	0.0	0.0	2.5	10	85.7	6	35	
		GATWICK	VUELING AIRLINES	S	D	39	0	2	0.0	39.0	34.1	12.2	4.9	4.9	0.0	0.0	0.0	4.9	11	77.8	13	36	
		LONDON CITY	BA CITYFLYER LTD	S	A	33	0	2	11.4	22.9	40.0	14.3	5.7	0.0	0.0	0.0	0.0	5.7	8	76.5	8	32	
		LONDON CITY	BA CITYFLYER LTD	S	D	36	0	0	0.0	16.7	58.3	13.9	8.3	0.0	2.8	0.0	0.0	0.0	14	79.4	9	33	
		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	100.0	4	9	
		LUTON	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	100.0	1	9	
		SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL FLORENCE</b>						<b>148</b>	<b>0</b>	<b>5</b>	<b>3.9</b>	<b>33.3</b>	<b>37.9</b>	<b>11.8</b>	<b>6.5</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>11</b>	<b>82.2</b>	<b>8</b>	<b>154</b>
FORT LAUDERDALE		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	23.1	61.5	7.7	0.0	0.0	0.0	7.7	0.0	0.0	38	100.0	0	13	
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	46.2	7.7	7.7	7.7	0.0	0.0	7.7	0.0	0.0	52	76.9	8	13
		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	72.2	15	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	77.8	18	18	
		GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	25.8	19.4	9.7	9.7	22.6	12.9	0.0	0.0	0.0	0.0	24	0.0	0	0	
		GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	6.5	54.8	12.9	12.9	6.5	6.5	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL FORT LAUDERDALE</b>						<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>15.9</b>	<b>38.6</b>	<b>10.2</b>	<b>13.6</b>	<b>8.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>30</b>	<b>80.6</b>	<b>11</b>	<b>62</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	85.2	10	61		
		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	95.0	2	60		
		BIRMINGHAM	LUFTHANSA	S	A	96	0	5	0.0	40.6	43.6	9.9	0.0	1.0	0.0	0.0	0.0	5.0	6	88.4	8	95	
		BIRMINGHAM	LUFTHANSA	S	D	96	0	3	0.0	20.2	56.6	13.1	4.0	3.0	0.0	0.0	0.0	3.0	11	80.9	10	94	
		BRISTOL	BMI REGIONAL	S	A	77	0	0	3.9	36.4	35.1	14.3	1.3	7.8	1.3	0.0	0.0	0.0	14	61.0	17	76	
		BRISTOL	BMI REGIONAL	S	D	76	0	0	2.6	69.7	9.2	6.6	7.9	2.6	0.0	1.3	0.0	0.0	10	83.1	9	76	
		EDINBURGH	LUFTHANSA	S	A	34	0	1	0.0	20.0	31.4	28.6	17.1	0.0	0.0	0.0	0.0	2.9	17	57.6	15	33	
		EDINBURGH	LUFTHANSA	S	D	34	0	1	0.0	22.9	48.6	11.4	14.3	0.0	0.0	0.0	0.0	2.9	13	72.7	12	33	
		GLASGOW	LUFTHANSA	S	A	30	0	1	0.0	6.5	64.5	19.4	6.5	0.0	0.0	0.0	0.0	3.2	12	0.0	38	1	
		GLASGOW	LUFTHANSA	S	D	30	0	1	3.2	77.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	3.2	1	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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		
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.7	18	26		
	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	13	1		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	161	0	9	11.8	44.1	27.1	7.6	2.9	1.2	0.0	0.0	0.0	0.0	5.3	6	77.0	11	175	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	5	0.0	49.1	39.8	4.7	1.8	1.8	0.0	0.0	0.0	0.0	2.9	5	88.2	5	175	
	HEATHROW	LUFTHANSA	S	A	318	0	7	14.8	41.8	26.5	10.2	3.7	0.9	0.0	0.0	0.0	0.0	2.2	6	70.6	13	325	
	HEATHROW	LUFTHANSA	S	D	317	0	7	0.0	46.0	37.0	9.0	5.2	0.6	0.0	0.0	0.0	0.0	2.2	7	75.0	12	322	
	LONDON CITY	BA CITYFLYER LTD	S	A	71	0	4	8.0	45.3	24.0	9.3	2.7	4.0	1.3	0.0	0.0	0.0	5.3	10	82.5	9	62	
	LONDON CITY	BA CITYFLYER LTD	S	D	73	0	2	0.0	30.7	45.3	12.0	8.0	1.3	0.0	0.0	0.0	0.0	2.7	10	74.6	13	61	
	LONDON CITY	LUFTHANSA	S	A	85	0	4	4.5	48.3	25.8	5.6	7.9	3.4	0.0	0.0	0.0	0.0	4.5	8	65.5	15	83	
	LONDON CITY	LUFTHANSA	S	D	85	0	4	0.0	30.3	42.7	9.0	10.1	3.4	0.0	0.0	0.0	0.0	4.5	12	45.5	21	83	
	STANSTED	RYANAIR	S	A	52	0	0	0.0	46.2	38.5	13.5	0.0	1.9	0.0	0.0	0.0	0.0	0.0	7	56.6	20	53	
	STANSTED	RYANAIR	S	D	52	0	0	0.0	1.9	32.7	28.8	30.8	5.8	0.0	0.0	0.0	0.0	0.0	27	28.3	32	53	
	MANCHESTER	LUFTHANSA	S	A	137	0	7	0.7	25.0	38.2	18.1	9.0	4.2	0.0	0.0	0.0	0.0	4.9	14	66.0	14	147	
	MANCHESTER	LUFTHANSA	S	D	136	0	7	0.0	29.4	37.1	9.1	13.3	5.6	0.0	0.7	0.0	0.0	4.9	18	80.8	9	146	
	MANCHESTER	RYANAIR	S	A	26	0	0	7.7	42.3	38.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	9	27	
	MANCHESTER	RYANAIR	S	D	25	0	0	0.0	8.0	64.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	14	74.1	17	27	
<b>TOTAL FRANKFURT MAIN FRIEDRICHSHAFEN</b>					<b>2177</b>	<b>0</b>	<b>68</b>	<b>3.9</b>	<b>38.8</b>	<b>35.2</b>	<b>10.6</b>	<b>6.1</b>	<b>2.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>9</b>	<b>73.6</b>	<b>12</b>	<b>2322</b>	
	GATWICK	BRITISH AIRWAYS PLC	C	A	12	0	0	41.7	33.3	16.7	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	25	80.0	3	5	
	GATWICK	BRITISH AIRWAYS PLC	C	D	12	0	0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	6	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
	GATWICK	EASYJET UK LTD	S	A	13	0	0	30.8	38.5	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	13	0	0	0.0	69.2	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	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	0.0	0	66.7	15	3	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: F																	JAN 2018			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	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	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	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	10	1
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>16.9</b>	<b>52.5</b>	<b>20.3</b>	<b>5.1</b>	<b>0.0</b>	<b>3.4</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>90.7</b>	<b>4</b>	<b>43</b>
FUERTEVENTURA																						
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK 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	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	32	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	24	4
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	40.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	4	8
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	4	8
	BIRMINGHAM	RYANAIR	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	12	55.6	17	9
	BIRMINGHAM	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	12	88.9	8	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	20.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	34	60.0	16	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	60.0	18	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	14	7
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	6
	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	77.8	9	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	16	9
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	22.2	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	BRISTOL	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	34	40.0	35	5
	BRISTOL	THOMAS COOK AIRLINES LTD	C	D	4	1	0	0.0	20.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	33	40.0	35	5
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	37	4
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	50.0	54	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	7	77.8	11	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	10.0	60.0	20.0	10.0	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	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	2	75.0	7	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	5	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	17	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	5		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	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	0.0	5	100.0	0	5		
EAST MIDLANDS INTERNATIONAL	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	3	100.0	1	5		
EDINBURGH	JET2.COM LTD	S A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9		
EDINBURGH	JET2.COM LTD	S D	9	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	6	88.9	4	9		
EDINBURGH	RYANAIR	S A	9	0	0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	20	9		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	19	9		
GLASGOW	JET2.COM LTD	S A	10	0	0	20.0	30.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	22	9		
GLASGOW	JET2.COM LTD	S D	10	0	0	0.0	40.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	14	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	8	10		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	11	10		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	7	8		
LEEDS BRADFORD	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	0.0	2	88.9	5	9		
LEEDS BRADFORD	RYANAIR	S A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	14	9		
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	11	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	9	0	0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	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	0.0	5	50.0	26	4		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	21	4		
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	71.4	23	7		
GATWICK	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	26	7		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	26		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	5	26		
GATWICK	EASYJET UK LTD	S A	24	0	0	16.7	70.8	0.0	8.3	4.2	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 JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	EASYJET UK LTD	S D	24	0	0	0.0	41.7	54.2	4.2	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	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	9		
GATWICK	THOMAS COOK AIRLINES LTD	S A	5	0	0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	18	5		
GATWICK	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	0.0	29	60.0	32	5		
GATWICK	TUI AIRWAYS LTD	C A	11	0	0	9.1	27.3	18.2	0.0	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	30	80.0	15	10		
GATWICK	TUI AIRWAYS LTD	C D	10	0	0	0.0	0.0	50.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	90.0	5	10		
LUTON	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	0.0	8	88.9	6	9		
LUTON	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	0.0	3	88.9	6	9		
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
STANSTED	JET2.COM LTD	S A	14	0	0	7.1	35.7	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	10	13		
STANSTED	JET2.COM LTD	S D	14	0	0	0.0	64.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	13		
STANSTED	RYANAIR	S A	20	0	0	10.0	10.0	55.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.2	11	21		
STANSTED	RYANAIR	S D	20	0	0	0.0	50.0	45.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.2	3	21		
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	0.0	0	50.0	19	2		
STANSTED	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
STANSTED	TUI AIRWAYS LTD	C A	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	5		
STANSTED	TUI AIRWAYS LTD	C D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	5		
MANCHESTER	AER LINGUS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
MANCHESTER	JET2.COM LTD	S A	13	0	0	30.8	46.2	0.0	0.0	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	20	84.6	14	13		
MANCHESTER	JET2.COM LTD	S D	13	0	0	0.0	23.1	61.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	5	13		
MANCHESTER	RYANAIR	S A	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	0.0	10	72.7	12	11		
MANCHESTER	RYANAIR	S D	14	0	0	0.0	42.9	50.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	11		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	15	0	0	6.7	53.3	26.7	0.0	0.0	6.7	0.0	6.7	0.0	0.0	0.0	0.0	32	83.3	8	12		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	15	0	0	0.0	40.0	40.0	6.7	0.0	6.7	0.0	6.7	0.0	0.0	0.0	0.0	26	83.3	6	12		
MANCHESTER	TUI AIRWAYS LTD	C A	11	0	0	0.0	27.3	36.4	9.1	18.2	0.0	0.0	9.1	0.0	0.0	0.0	0.0	29	92.9	6	14		
MANCHESTER	TUI AIRWAYS LTD	C D	11	0	0	0.0	9.1	27.3	36.4	18.2	0.0	0.0	9.1	0.0	0.0	0.0	0.0	38	100.0	4	14		
NEWCASTLE	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
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	0.0	10	100.0	0	9		
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	5	0	0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	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	2	5	
<b>TOTAL FUERTEVENTURA</b>					<b>618</b>	<b>1</b>	<b>0</b>	<b>7.6</b>	<b>35.9</b>	<b>36.2</b>	<b>10.5</b>	<b>5.2</b>	<b>3.7</b>	<b>0.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>11</b>	<b>81.4</b>	<b>10</b>	<b>635</b>	
FUNCHAL	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	37.5	25.0	25.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	45	80.0	5	5	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	5	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	11	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	12	
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	60.0	12	5	
	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	100.0	2	5	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	5	
	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	1	100.0	1	5	
	EDINBURGH	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	7	60.0	55	5	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5	
	GLASGOW	JET2.COM 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	14	100.0	2	5	
	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	100.0	0	5	
	JERSEY	GERMANIA FLUGGESELLSCHAFT	C	A	13	0	0	0.0	0.0	38.5	38.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	JERSEY	GERMANIA FLUGGESELLSCHAFT	C	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	5	0.0	0	0	
	JERSEY	GERMANIA FLUGGESELLSCHAFT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	23	10	
	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	42.9	32	7	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	30	66.7	8	6	
	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	0.0	0	100.0	0	6	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	26	0	0	38.5	42.3	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	57.7	30.8	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	95.0	2	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.3	19	36
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.8	7	36
	GATWICK	EASYJET UK LTD	S	A	35	0	0	17.1	31.4	34.3	8.6	5.7	2.9	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	35	0	0	0.0	37.1	45.7	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	9	5
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	8	5
	STANSTED	JET2.COM LTD	S	A	12	0	0	0.0	33.3	50.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	55.6	13	9
	STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	41.7	50.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	2	9
	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	100.0	5	9
	MANCHESTER	EASYJET UK 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	0.0	2	0.0	0	0
	MANCHESTER	EASYJET UK 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	7	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	12	9
	MANCHESTER	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	6	88.9	3	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	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	19	60.0	11	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	9	5
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	5	5
	NEWCASTLE	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	1	100.0	3	5
<b>TOTAL FUNCHAL</b>					<b>311</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>37.0</b>	<b>36.7</b>	<b>11.6</b>	<b>4.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.3</b>	<b>9</b>	<b>301</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GANDER	BELFAST INTERNATIONAL	AIR CM GLOBAL LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL GANDER</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	ABERDEEN	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	93.3	2	30		
	ABERDEEN	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	80.0	7	30		
	ABERDEEN	EASYJET UK LTD	S	A	27	0	0	11.1	55.6	29.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	ABERDEEN	EASYJET UK LTD	S	D	27	0	0	0.0	18.5	44.4	25.9	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.3	10	169		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.7	12	170		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	170	0	0	21.8	38.8	19.4	9.4	7.1	1.8	1.2	0.6	0.0	0.0	11	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	170	0	0	0.0	35.9	42.9	5.3	11.8	1.2	1.2	1.8	0.0	0.0	14	0.0	0	0		
	BIRMINGHAM	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		
	BOURNEMOUTH	EASYJET UK 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	24	0.0	0	0		
	BOURNEMOUTH	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BOURNEMOUTH	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	BRISTOL	BMI REGIONAL	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2		
	BRISTOL	BMI REGIONAL	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		
	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	2	1		
	BRISTOL	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	46	0.0	0	0		
	DONCASTER SHEFFIELD	FREEBIRD AIRLINES	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	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	10	1		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	94	0	0	9.6	60.6	20.2	6.4	2.1	1.1	0.0	0.0	0.0	0.0	4	94.8	2	97		
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	94	0	0	3.2	71.3	18.1	4.3	2.1	1.1	0.0	0.0	0.0	0.0	4	97.9	1	97		
	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	89.3	7	112		
	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	73.2	13	112		
	EDINBURGH	EASYJET UK LTD	S	A	113	0	0	8.0	47.8	28.3	7.1	8.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	D	112	0	0	0.0	33.9	39.3	13.4	10.7	2.7	0.0	0.0	0.0	0.0	13	0.0	0	0		
	GLASGOW	BRITISH AIRWAYS PLC	S	A	105	0	0	17.1	56.2	19.0	5.7	1.0	1.0	0.0	0.0	0.0	0.0	3	91.5	5	105		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	GLASGOW	BRITISH AIRWAYS PLC	S	D	105	0	0	0.0	71.4	20.0	5.7	1.0	1.9	0.0	0.0	0.0	0.0	0.0	4	87.7	8	105
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	11	84
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	84
	GLASGOW	EASYJET UK LTD	S	A	85	0	0	18.8	41.2	22.4	8.2	4.7	2.4	1.2	1.2	0.0	0.0	0.0	11	0.0	0	0
	GLASGOW	EASYJET UK LTD	S	D	85	0	0	0.0	41.2	34.1	9.4	8.2	4.7	1.2	1.2	0.0	0.0	0.0	14	0.0	0	0
	ISLE OF MAN	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	90.9	4	44
	ISLE OF MAN	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	64.4	47	44
	ISLE OF MAN	EASYJET UK LTD	S	A	42	0	0	21.4	54.8	11.9	9.5	0.0	2.4	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	ISLE OF MAN	EASYJET UK LTD	S	D	42	0	0	0.0	42.9	33.3	7.1	14.3	2.4	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	JERSEY	BRITISH AIRWAYS PLC	S	A	151	0	0	29.8	49.0	15.9	2.0	1.3	1.3	0.0	0.7	0.0	0.0	0.0	4	95.9	7	145
	JERSEY	BRITISH AIRWAYS PLC	S	D	151	0	0	11.9	73.5	10.6	0.7	2.6	0.0	0.0	0.7	0.0	0.0	0.0	3	93.1	8	145
	JERSEY	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	82.1	10	78
	JERSEY	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	80.5	11	77
	JERSEY	EASYJET UK LTD	S	A	76	0	0	38.2	44.7	10.5	3.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	JERSEY	EASYJET UK LTD	S	D	76	0	0	32.9	46.1	17.1	1.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LEEDS BRADFORD	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	1
	LEEDS BRADFORD	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	1
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
	TEESSIDE INTERNATIONAL AIRPORT	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
	TEESSIDE INTERNATIONAL AIRPORT	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
	TEESSIDE INTERNATIONAL AIRPORT	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
<b>TOTAL GATWICK</b>					<b>1738</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>49.7</b>	<b>23.8</b>	<b>6.3</b>	<b>5.4</b>	<b>1.3</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.9</b>	<b>9</b>	<b>1739</b>
GDANSK																						
	ABERDEEN	WIZZ AIR	S	A	8	0	0	25.0	62.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	9	80.0	17	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	WIZZ AIR	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	80.0	5	9
	BELFAST INTERNATIONAL	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	3	77.8	7	9
	BELFAST INTERNATIONAL	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	12	44.4	21	9
	BIRMINGHAM	RYANAIR	S	A	11	0	0	0.0	45.5	27.3	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	8	10
	BIRMINGHAM	RYANAIR	S	D	11	0	0	0.0	36.4	45.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	7	10
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	72.7	6	11
	BRISTOL	RYANAIR	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	1	100.0	2	11
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	18	0	0	5.6	38.9	27.8	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	18	75.0	12	16
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	18	0	0	5.6	50.0	16.7	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	16	75.0	13	16
	EDINBURGH	RYANAIR	S	A	15	0	0	0.0	33.3	20.0	20.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	16	78.6	9	14
	EDINBURGH	RYANAIR	S	D	15	0	0	0.0	20.0	33.3	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	18	71.4	16	14
	GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
	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	75.0	9	4
	LEEDS BRADFORD	RYANAIR	S	A	13	0	0	0.0	30.8	23.1	15.4	7.7	23.1	0.0	0.0	0.0	0.0	0.0	28	52.9	17	17
	LEEDS BRADFORD	RYANAIR	S	D	13	0	0	0.0	30.8	46.2	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	70.6	33	17
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	0.0	64.3	28.6	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	60.0	21	15
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	0.0	28.6	64.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	8	60.0	22	15
	LUTON	WIZZ AIR	S	A	69	0	0	17.4	52.2	14.5	4.3	4.3	7.2	0.0	0.0	0.0	0.0	0.0	10	68.5	20	73
	LUTON	WIZZ AIR	S	D	69	0	0	0.0	47.8	36.2	4.3	4.3	7.2	0.0	0.0	0.0	0.0	0.0	10	56.2	25	73
	STANSTED	RYANAIR	S	A	52	0	0	1.9	21.2	28.8	19.2	19.2	5.8	0.0	3.8	0.0	0.0	0.0	30	70.0	15	50
	STANSTED	RYANAIR	S	D	53	0	0	0.0	26.4	50.9	5.7	11.3	5.7	0.0	0.0	0.0	0.0	0.0	14	74.0	14	50
	MANCHESTER	RYANAIR	S	A	11	0	0	9.1	0.0	18.2	27.3	18.2	18.2	9.1	0.0	0.0	0.0	0.0	42	81.8	9	11
	MANCHESTER	RYANAIR	S	D	11	0	0	0.0	45.5	9.1	27.3	0.0	9.1	9.1	0.0	0.0	0.0	0.0	27	81.8	6	11
<b>TOTAL GDANSK</b>					<b>459</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>39.7</b>	<b>30.3</b>	<b>8.9</b>	<b>8.7</b>	<b>7.2</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>69.6</b>	<b>17</b>	<b>478</b>
GENEVA																						
	ABERDEEN	EASYJET SWITZERLAND	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	77.8	6	9
	ABERDEEN	EASYJET SWITZERLAND	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	24	77.8	12	9
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	10	19
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	7	19
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	18	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat				
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
BIRMINGHAM	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	84.6	9	39	
BIRMINGHAM	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	66.7	16	39	
BIRMINGHAM	EASYJET SWITZERLAND	S A	19	0	0	21.1	47.4	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	5	26	
BIRMINGHAM	EASYJET SWITZERLAND	S D	19	0	0	5.3	26.3	52.6	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	10	69.2	14	26	
BIRMINGHAM	EASYJET UK LTD	S A	40	0	0	7.5	50.0	30.0	5.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BIRMINGHAM	EASYJET UK LTD	S D	39	0	0	0.0	30.8	51.3	7.7	7.7	2.6	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
BIRMINGHAM	FLYBE LTD	S A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	85	75.0	13	4	
BIRMINGHAM	FLYBE 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	13	100.0	5	4	
BIRMINGHAM	JET2.COM LTD	S A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	11	5	
BIRMINGHAM	JET2.COM LTD	S D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	5	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	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	0.0	0	50.0	17	4	
BIRMINGHAM	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
BIRMINGHAM	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
BOURNEMOUTH	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	81.8	12	11	
BOURNEMOUTH	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	13	11	
BOURNEMOUTH	EASYJET SWITZERLAND	S A	11	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	92.3	8	13	
BOURNEMOUTH	EASYJET SWITZERLAND	S D	11	0	0	0.0	27.3	54.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	10	13	
BOURNEMOUTH	EASYJET UK LTD	S A	12	0	0	0.0	25.0	50.0	0.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	24	0.0	0	0	
BOURNEMOUTH	EASYJET UK LTD	S D	12	0	0	0.0	8.3	58.3	8.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	30	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	66.7	21	93	
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	77.4	10	93	
BRISTOL	EASYJET UK LTD	S A	91	0	0	1.1	27.5	38.5	18.7	12.1	2.2	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
BRISTOL	EASYJET UK LTD	S D	92	0	0	3.3	51.1	34.8	9.8	1.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BRISTOL	THOMAS COOK AIRLINES LTD	C A	3	1	0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	25.0	44	25.0	49	4	
BRISTOL	THOMAS COOK AIRLINES LTD	C D	3	1	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	75.0	16	4	
BRISTOL	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	34	50.0	42	4	
BRISTOL	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	8	50.0	18	4	
CARDIFF WALES	FLYBE 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	25.0	90	4	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CARDIFF WALES	FLYBE 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	4	50.0	65	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	69.2	18	13		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	23	92.3	8	13		
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	77.8	9	54		
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	92.6	4	54		
EDINBURGH	EASYJET UK LTD	S	A	61	0	0	3.3	29.5	32.8	18.0	11.5	3.3	1.6	0.0	0.0	0.0	0.0	15	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S	D	61	0	0	0.0	55.7	27.9	8.2	6.6	0.0	1.6	0.0	0.0	0.0	0.0	9	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	11	9		
EDINBURGH	JET2.COM 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	77.8	5	9		
EDINBURGH	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	31	50.0	19	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	15	50.0	13	4		
EXETER	FLYBE 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	20	50.0	14	4		
EXETER	FLYBE 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	0.0	12	100.0	4	4		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	12		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	12		
GLASGOW	EASYJET UK LTD	S	A	12	0	0	16.7	41.7	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GLASGOW	EASYJET UK LTD	S	D	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
ISLE OF MAN	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	75.0	10	4		
ISLE OF MAN	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4		
ISLE OF MAN	FLYBE LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	46	0.0	0	0		
ISLE OF MAN	FLYBE LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
JERSEY	FLYBE LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	18	4		
JERSEY	FLYBE LTD	S	D	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	31	0	0	0.0	25.8	51.6	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	70.4	22	27		
LEEDS BRADFORD	JET2.COM LTD	S	D	31	0	0	0.0	54.8	41.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	27		
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	84.1	7	69		
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	89.9	3	69		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	84	0	0	8.3	45.2	35.7	7.1	1.2	1.2	0.0	1.2	0.0	0.0	0.0	8	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	84	0	0	1.2	66.7	23.8	2.4	3.6	1.2	0.0	1.2	0.0	0.0	0.0	7	0.0	0	0		
GATWICK	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	4		
GATWICK	AER LINGUS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	24	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GATWICK	BRITISH AIRWAYS PLC	S A	102	0	0	12.7	54.9	21.6	6.9	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	90	
GATWICK	BRITISH AIRWAYS PLC	S D	102	0	0	0.0	63.7	32.4	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	3	90	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.5	10	256	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	10	256	
GATWICK	EASYJET UK LTD	S A	256	0	0	5.9	39.1	33.2	11.7	7.8	2.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	256	0	0	0.0	39.8	40.2	7.8	9.0	3.1	0.0	0.0	0.0	0.0	0.0	10	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	42.9	24	6		
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	62.5	17	6		
GATWICK	NETJETS TRANSPORTES AEREOS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1		
GATWICK	NETJETS TRANSPORTES AEREOS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
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	0.0	0	75.0	11	4		
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	0.0	0	100.0	3	4		
GATWICK	SWISS AIRLINES	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	85.7	4	13		
GATWICK	SWISS AIRLINES	S D	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	28	64.3	12	13		
GATWICK	THOMAS COOK AIRLINES 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	12	50.0	20	4		
GATWICK	THOMAS COOK AIRLINES 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	100.0	7	4		
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
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	75.0	6	4		
GATWICK	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	75.0	4	4		
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0.0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	30	75.0	17	4		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	4		
HEATHROW	BRITISH AIRWAYS PLC	S A	327	0	3	20.0	44.8	23.6	7.3	2.4	0.6	0.0	0.3	0.0	0.0	0.9	5	74.5	12	316		
HEATHROW	BRITISH AIRWAYS PLC	S D	327	0	3	0.0	61.5	30.6	4.8	0.9	0.9	0.3	0.0	0.0	0.0	0.9	4	89.0	5	317		
HEATHROW	SWISS AIRLINES	S A	152	0	3	12.9	36.8	31.0	9.0	5.8	1.3	1.3	0.0	0.0	0.0	1.9	9	56.2	21	153		
HEATHROW	SWISS AIRLINES	S D	150	0	4	0.0	50.0	31.8	5.2	8.4	1.3	0.6	0.0	0.0	0.0	2.6	8	67.3	17	153		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LONDON CITY	BA CITYFLYER LTD	S A	69	0	1	11.4	57.1	14.3	5.7	7.1	2.9	0.0	0.0	0.0	0.0	1.4	6	77.3	11	64			
LONDON CITY	BA CITYFLYER LTD	S D	70	0	0	0.0	31.4	55.7	10.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	6	74.2	13	65			
LONDON CITY	SWISS AIRLINES	S A	76	0	2	16.7	53.8	17.9	7.7	0.0	1.3	0.0	0.0	0.0	0.0	2.6	4	89.5	5	75			
LONDON CITY	SWISS AIRLINES	S D	76	0	3	0.0	26.6	51.9	8.9	7.6	1.3	0.0	0.0	0.0	0.0	3.8	9	73.7	10	75			
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	73.1	14	171			
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	84.8	7	171			
LUTON	EASYJET UK LTD	S A	170	0	0	5.3	40.6	32.4	14.7	5.9	1.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
LUTON	EASYJET UK LTD	S D	170	0	0	0.0	45.9	43.5	5.9	3.5	1.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.8	11	66			
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.4	3	66			
STANSTED	EASYJET UK LTD	S A	64	0	0	6.3	35.9	31.3	14.1	7.8	4.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
STANSTED	EASYJET UK LTD	S D	64	0	0	1.6	68.8	23.4	1.6	1.6	3.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
STANSTED	JET2.COM LTD	S A	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	12	33.3	33	9			
STANSTED	JET2.COM LTD	S D	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	10	9			
STANSTED	SWISS AIRLINES	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.1	12	70			
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	81.4	11	70			
MANCHESTER	EASYJET SWITZERLAND	S A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	12	4			
MANCHESTER	EASYJET SWITZERLAND	S D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	16	4			
MANCHESTER	EASYJET UK LTD	S A	71	0	0	8.5	29.6	35.2	9.9	9.9	2.8	2.8	0.0	1.4	0.0	0.0	20	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S D	71	0	0	0.0	42.3	32.4	8.5	9.9	4.2	1.4	0.0	1.4	0.0	0.0	18	0.0	0	0			
MANCHESTER	JET2.COM LTD	S A	25	0	1	0.0	15.4	46.2	19.2	7.7	7.7	0.0	0.0	0.0	0.0	3.8	17	69.6	13	23			
MANCHESTER	JET2.COM LTD	S D	25	0	1	0.0	23.1	61.5	0.0	3.8	7.7	0.0	0.0	0.0	0.0	3.8	10	100.0	1	23			
MANCHESTER	TUI AIRWAYS LTD	C 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	38	62.5	26	8			
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	25	87.5	23	8			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.4	12	27			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	9	27			
NEWCASTLE	EASYJET UK LTD	S A	27	0	0	0.0	25.9	59.3	7.4	7.4	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
NEWCASTLE	EASYJET UK LTD	S D	27	0	0	0.0	48.1	40.7	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	27	4			
NEWCASTLE	TUI AIRWAYS LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	9	4			

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	81.8	9	11
	SOUTHAMPTON	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	90.9	5	11
	SOUTHAMPTON	EASYJET SWITZERLAND	S	A	14	0	0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2
	SOUTHAMPTON	EASYJET SWITZERLAND	S	D	14	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
	SOUTHAMPTON	FLYBE 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	7	61.5	17	13
	SOUTHAMPTON	FLYBE LTD	S	D	12	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	7	13
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.8	8	33
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.9	6	33
	SOUTHEND	EASYJET UK LTD	S	A	29	0	0	31.0	37.9	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	29	0	0	3.4	65.5	20.7	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL GENEVA</b>					<b>3756</b>	<b>2</b>	<b>21</b>	<b>5.3</b>	<b>44.6</b>	<b>34.0</b>	<b>8.3</b>	<b>5.0</b>	<b>1.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.6</b>	<b>8</b>	<b>78.4</b>	<b>11</b>	<b>3744</b>
GENOA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	8.3	50.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	14
	STANSTED	RYANAIR	S	A	15	0	0	0.0	46.7	33.3	13.3	0.0	0.0	0.0	6.7	0.0	0.0	0.0	22	71.4	13	14
	STANSTED	RYANAIR	S	D	15	0	0	0.0	13.3	86.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	8	14
<b>TOTAL GENOA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>38.9</b>	<b>48.1</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.1</b>	<b>6</b>	<b>56</b>
GIBRALTAR																						
	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	66.7	42	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	9
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	14.3	35.7	28.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	0.0	57.1	28.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	7	20
	GATWICK	EASYJET UK LTD	S	A	20	0	0	20.0	45.0	15.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	20	0	0	0.0	60.0	35.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	49	0	0	40.8	42.9	12.2	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	88.2	21	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	49	0	0	0.0	49.0	38.8	10.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.2	11	34
	LUTON	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	MANCHESTER	EASYJET UK LTD	S	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	37	0.0	0	0
	MANCHESTER	EASYJET UK 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	0.0	32	0.0	0	0
<b>TOTAL GIBRALTAR</b>					<b>202</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>44.1</b>	<b>30.2</b>	<b>6.9</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>15</b>	<b>144</b>
GLASGOW																						
	ABERDEEN	ICELANDAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	90	0	0	15.6	56.7	16.7	3.3	5.6	1.1	1.1	0.0	0.0	0.0	0.0	7	88.3	8	106
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	90	0	0	0.0	65.6	25.6	4.4	2.2	2.2	0.0	0.0	0.0	0.0	0.0	4	86.6	8	107
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.3	9	94
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.0	11	94
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	91	0	0	33.0	40.7	16.5	4.4	4.4	0.0	1.1	0.0	0.0	0.0	0.0	5	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	91	0	0	0.0	54.9	27.5	7.7	6.6	2.2	1.1	0.0	0.0	0.0	0.0	9	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	152	0	1	11.8	55.6	19.0	5.2	5.2	1.3	1.3	0.0	0.0	0.0	0.7	8	81.3	14	163
	BIRMINGHAM	FLYBE LTD	S	D	154	0	0	0.0	28.6	51.9	8.4	7.8	3.2	0.0	0.0	0.0	0.0	0.0	11	82.7	12	165
	BIRMINGHAM	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	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	66.3	22	95
	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	81.1	9	95
	BRISTOL	EASYJET UK LTD	S	A	93	0	0	1.1	36.6	32.3	17.2	7.5	5.4	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	95	0	0	15.8	50.5	16.8	7.4	5.3	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BRISTOL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1
	CARDIFF WALES	FLYBE LTD	S	A	19	0	0	0.0	63.2	21.1	0.0	5.3	10.5	0.0	0.0	0.0	0.0	0.0	13	69.6	16	23
	CARDIFF WALES	FLYBE LTD	S	D	19	0	0	0.0	31.6	52.6	0.0	5.3	10.5	0.0	0.0	0.0	0.0	0.0	15	82.6	9	23
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	72	0	0	13.9	50.0	18.1	8.3	6.9	1.4	1.4	0.0	0.0	0.0	0.0	9	82.1	18	67
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	72	0	0	0.0	43.1	33.3	11.1	8.3	2.8	1.4	0.0	0.0	0.0	0.0	13	78.8	21	66

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
EDINBURGH	EASYJET UK 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	40	0.0	0	0		
EDINBURGH	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
EXETER	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EXETER	FLYBE LTD	S	A	16	0	0	12.5	62.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	13	18		
EXETER	FLYBE LTD	S	D	16	0	0	0.0	37.5	31.3	18.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	66.7	18	18		
ISLE OF MAN	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	25.0	22	8		
ISLE OF MAN	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	62.5	12	8		
JERSEY	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	50.0	23	10		
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	10		
JERSEY	EASYJET UK LTD	S	A	10	0	0	10.0	80.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
JERSEY	EASYJET UK LTD	S	D	10	0	0	10.0	70.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
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	2	1		
GATWICK	BRITISH AIRWAYS PLC	S	A	105	0	0	23.8	53.3	13.3	7.6	1.0	1.0	0.0	0.0	0.0	0.0	0.0	4	86.8	9	105		
GATWICK	BRITISH AIRWAYS PLC	S	D	105	0	0	0.0	70.5	21.0	4.8	2.9	1.0	0.0	0.0	0.0	0.0	0.0	4	91.4	5	104		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.8	11	84		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	11	84		
GATWICK	EASYJET UK LTD	S	A	85	0	0	25.9	37.6	17.6	5.9	10.6	0.0	2.4	0.0	0.0	0.0	0.0	11	0.0	0	0		
GATWICK	EASYJET UK LTD	S	D	85	0	0	0.0	56.5	25.9	9.4	4.7	2.4	1.2	0.0	0.0	0.0	0.0	9	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	225	0	3	21.1	50.0	18.9	4.4	1.3	2.6	0.4	0.0	0.0	0.0	1.3	5	78.8	11	233		
HEATHROW	BRITISH AIRWAYS PLC	S	D	225	0	3	0.0	49.1	38.2	7.0	3.5	0.4	0.4	0.0	0.0	0.0	1.3	6	84.7	8	235		
LONDON CITY	BA CITYFLYER LTD	S	A	129	0	1	38.5	36.2	14.6	3.8	4.6	0.8	0.8	0.0	0.0	0.0	0.8	5	80.8	10	123		
LONDON CITY	BA CITYFLYER LTD	S	D	126	0	1	0.0	47.2	35.4	9.4	6.3	0.8	0.0	0.0	0.0	0.0	0.8	7	79.0	13	124		
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	88.9	9	72		
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	80.6	14	72		
LUTON	EASYJET UK LTD	S	A	72	0	0	41.7	33.3	15.3	2.8	4.2	2.8	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
LUTON	EASYJET UK LTD	S	D	71	0	0	0.0	52.1	28.2	8.5	7.0	2.8	0.0	1.4	0.0	0.0	0.0	11	0.0	0	0		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.7	16	83		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																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								
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.9	21	83																
STANSTED	EASYJET UK LTD	S	A	87	0	0	14.9	48.3	18.4	6.9	6.9	3.4	1.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0																
STANSTED	EASYJET UK LTD	S	D	87	0	0	0.0	52.9	28.7	4.6	6.9	5.7	1.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0																
MANCHESTER	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1																
MANCHESTER	FLYBE LTD	S	A	52	0	1	11.3	56.6	11.3	9.4	7.5	1.9	0.0	0.0	0.0	0.0	1.9	8	74.0	10	66																	
MANCHESTER	FLYBE LTD	S	D	51	0	1	0.0	26.9	46.2	13.5	3.8	5.8	1.9	0.0	0.0	0.0	1.9	14	79.5	10	66																	
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	77.3	23	22																	
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	57.1	29	24																	
SOUTHAMPTON	FLYBE LTD	S	A	121	0	1	16.4	59.8	13.1	2.5	5.7	0.0	1.6	0.0	0.0	0.0	0.8	6	85.7	8	104																	
SOUTHAMPTON	FLYBE LTD	S	D	121	0	1	0.8	59.0	29.5	1.6	4.1	2.5	1.6	0.0	0.0	0.0	0.8	7	85.7	7	104																	
SOUTHEND	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																	
SOUTHEND	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																	
SOUTHEND	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																	
SOUTHEND	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	85.2	8	27																	
SOUTHEND	STOBART AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	3	27																	
<b>TOTAL GLASGOW</b>				<b>2844</b>	<b>0</b>	<b>13</b>	<b>10.7</b>	<b>49.2</b>	<b>25.0</b>	<b>6.5</b>	<b>5.1</b>	<b>2.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>81.1</b>	<b>12</b>	<b>3025</b>																	
GOA																																						
BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	49	50.0	57	2																
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	11	0.0	99	2																	
GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	46.2	30.8	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	14	84.6	13	13																	
GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	0.0	42.9	28.6	21.4	0.0	0.0	7.1	0.0	0.0	0.0	32	76.9	20	13																	
GATWICK	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	9	4																	
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	75.0	10	4																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	18	0	0	0.0	22.2	16.7	16.7	27.8	5.6	5.6	5.6	0.0	0.0	0.0	46	77.8	8	18																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	5.9	35.3	11.8	29.4	17.6	0.0	0.0	0.0	0.0	0.0	36	72.2	20	18																	
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	110	100.0	2	6																	
MANCHESTER	TUI AIRWAYS LTD	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	19	83.3	8	6																	
<b>TOTAL GOA</b>				<b>87</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>18.4</b>	<b>29.9</b>	<b>20.7</b>	<b>16.1</b>	<b>6.9</b>	<b>3.4</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>76.7</b>	<b>16</b>	<b>86</b>																	
GOOSE BAY																																						
BELFAST INTERNATIONAL	AIR CM GLOBAL LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																	
<b>TOTAL GOOSE BAY</b>				<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>																	
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	73.1	13	26																	
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	80.8	9	26																	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
	EDINBURGH	RYANAIR	S	A	8	0	0	50.0	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	12	0	0	8.3	33.3	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	12	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	NORWEGIAN AIR SHUTTLE	S	A	46	0	0	10.9	54.3	26.1	4.3	2.2	2.2	0.0	0.0	0.0	0.0	5	83.0	8	53	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	46	0	0	0.0	52.2	41.3	2.2	2.2	2.2	0.0	0.0	0.0	0.0	6	62.3	18	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	71	0	0	38.0	26.8	22.5	5.6	4.2	1.4	1.4	0.0	0.0	0.0	7	75.0	11	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	0.0	55.6	33.3	4.2	2.8	2.8	1.4	0.0	0.0	0.0	8	85.7	6	84	
	STANSTED	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	STANSTED	RYANAIR	S	A	38	0	0	7.9	42.1	26.3	7.9	13.2	0.0	2.6	0.0	0.0	0.0	14	42.5	23	40	
	STANSTED	RYANAIR	S	D	39	0	0	0.0	20.5	30.8	25.6	20.5	0.0	2.6	0.0	0.0	0.0	22	45.0	23	40	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	11	0	0	0.0	45.5	45.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	8	10	
	MANCHESTER	SUN AIR OF SCANDINAVIA	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	
	SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL GOTEBOG (LANDVETTER)</b>					<b>363</b>	<b>0</b>	<b>1</b>	<b>11.0</b>	<b>42.0</b>	<b>30.2</b>	<b>7.4</b>	<b>6.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>9</b>	<b>71.5</b>	<b>12</b>	<b>424</b>
GRANADA																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	24	10	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
	GATWICK	EASYJET UK LTD	S	A	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9	
	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	88.9	2	9	
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL GRANADA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>52.8</b>	<b>33.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>86.8</b>	<b>9</b>	<b>38</b>
GRAND CAYMAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	29.4	23.5	29.4	11.8	0.0	0.0	5.9	0.0	0.0	0.0	13	83.3	13	18	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: G																		JAN 2018			
		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	
								14.7	29.4	35.3	17.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	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	7	70.6	20	17	
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>29.4</b>	<b>35.3</b>	<b>17.6</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>0.0</b>	<b>10</b>	<b>77.1</b>	<b>17</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	66.7	22	9	
	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	66.7	22	9	
<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>66.7</b>	<b>22</b>	<b>18</b>	
GRENADA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	75.0	16	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	66.7	11	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	1	20.0	10.0	30.0	10.0	0.0	10.0	0.0	0.0	10.0	0.0	10.0	113	100.0	0	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	50.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	88.9	10	9	
<b>TOTAL GRENADA</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>25.0</b>	<b>25.0</b>	<b>19.4</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>42</b>	<b>82.9</b>	<b>9</b>	<b>35</b>	
GRENOBLE																							
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	52	4	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	25.0	12.5	25.0	0.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	43	60.0	38	5	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4	
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	72	50.0	31	4	
	BIRMINGHAM	THOMAS COOK AIRLINES 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	6	50.0	35	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	9	
	BRISTOL	EASYJET UK LTD	S	A	12	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	12	0	0	0.0	33.3	16.7	16.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	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	75.0	7	4	
	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	75.0	8	4	
	EDINBURGH	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	EDINBURGH	EASYJET UK 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	31	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	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	24	25.0	54	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	75.0	30	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	JERSEY	BLUE ISLANDS LIMITED	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	27	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	65	75.0	10	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	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	75.0	9	4	
	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	75.0	5	4	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	53	5	
	GATWICK	AER LINGUS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	25	5	
	GATWICK	BRITISH AIRWAYS PLC	C	A	24	0	0	29.2	45.8	16.7	0.0	4.2	0.0	0.0	4.2	0.0	0.0	0.0	11	86.7	97	15	
	GATWICK	BRITISH AIRWAYS PLC	C	D	24	0	0	0.0	41.7	37.5	16.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	10	87.5	6	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	8.3	58.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	5	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	0.0	41.7	41.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	100.0	0	8	
	GATWICK	CHAIR 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	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	7	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	7	19	
	GATWICK	EASYJET UK LTD	S	A	17	0	0	35.3	29.4	17.6	0.0	5.9	0.0	5.9	0.0	5.9	0.0	0.0	39	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	17	0	0	5.9	41.2	35.3	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	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	62.5	39	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	0.0	0	62.5	28	8	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	26	66.7	18	21	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	85.7	9	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	16.7	0.0	16.7	50.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	44	57.1	34	7	
	GATWICK	THOMAS COOK AIRLINES 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	9	75.0	24	8	
	GATWICK	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	5	50.0	52	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	11	4	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	TITAN AIRWAYS LTD	C A	8	0	0	25.0	50.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	24	50.0	24	4		
GATWICK	TITAN AIRWAYS LTD	C D	8	0	0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	21	4		
GATWICK	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	5		
GATWICK	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	5		
HEATHROW	BRITISH AIRWAYS PLC	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
HEATHROW	BRITISH AIRWAYS PLC	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
HEATHROW	BRITISH AIRWAYS PLC	S A	4	0	0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	9	4		
HEATHROW	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	14	8		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	16	8		
LUTON	EASYJET UK LTD	S A	7	0	0	28.6	42.9	0.0	0.0	14.3	0.0	0.0	0.0	14.3	0.0	0.0	62	0.0	0	0			
LUTON	EASYJET UK LTD	S D	8	0	0	0.0	87.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
LUTON	WIZZ AIR UK 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	0.0	0	0			
LUTON	WIZZ AIR UK LTD	S D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5		
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5		
STANSTED	EASYJET UK LTD	S A	8	0	0	37.5	25.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
STANSTED	EASYJET UK LTD	S D	8	0	0	0.0	62.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
STANSTED	JET2.COM LTD	S A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	41	25.0	19	4			
STANSTED	JET2.COM LTD	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	7	4			
STANSTED	RYANAIR	S A	15	0	0	33.3	13.3	20.0	6.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	22	53.3	29	15			
STANSTED	RYANAIR	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	9	73.3	13	15			
STANSTED	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0			
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	0.0	290	1			
MANCHESTER	JET2.COM LTD	S A	12	0	0	8.3	16.7	33.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	19	69.2	11	13			
MANCHESTER	JET2.COM LTD	S D	12	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	13			
MANCHESTER	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4			
MANCHESTER	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	4			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	61	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: G																	JAN 2018			
		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	THOMAS COOK AIRLINES 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	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	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	67	75.0	15	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	4	75.0	15	4
<b>TOTAL GRENOBLE</b>					<b>374</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>36.9</b>	<b>29.1</b>	<b>8.8</b>	<b>6.1</b>	<b>5.3</b>	<b>1.6</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.9</b>	<b>19</b>	<b>394</b>
GRONINGEN																						
	SOUTHEND	STOBART AIR	S	A	52	1	1	7.4	40.7	27.8	9.3	5.6	3.7	1.9	0.0	0.0	1.9	1.9	12	84.6	5	26
	SOUTHEND	STOBART AIR	S	D	53	0	2	1.8	56.4	27.3	1.8	7.3	0.0	1.8	0.0	0.0	0.0	3.6	8	84.6	7	26
<b>TOTAL GRONINGEN</b>					<b>105</b>	<b>1</b>	<b>3</b>	<b>4.6</b>	<b>48.6</b>	<b>27.5</b>	<b>5.5</b>	<b>6.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>2.8</b>	<b>10</b>	<b>84.6</b>	<b>6</b>	<b>52</b>
GUANGZHOU BAIYUN INTERNATIONAL																						
	HEATHROW	CHINA SOUTHERN	S	A	36	0	0	55.6	27.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	82.9	7	41
	HEATHROW	CHINA SOUTHERN	S	D	36	0	0	5.6	63.9	27.8	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.8	29	41
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>45.8</b>	<b>19.4</b>	<b>1.4</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.4</b>	<b>18</b>	<b>82</b>
GUERNSEY																						
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	22.7	72.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	10	27
	BIRMINGHAM	FLYBE LTD	S	D	18	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	9	27
	BRISTOL	AURIGNY AIR SERVICES	S	A	17	0	0	0.0	29.4	35.3	17.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	17	78.9	9	19
	BRISTOL	AURIGNY AIR SERVICES	S	D	17	0	0	0.0	52.9	23.5	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	18	89.5	7	19
	BRISTOL	BLUE ISLANDS LIMITED	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
	BRISTOL	BLUE ISLANDS LIMITED	S	D	9	0	0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	16	0	1	5.9	47.1	23.5	0.0	5.9	5.9	5.9	0.0	0.0	0.0	5.9	21	71.4	13	13
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	16	0	1	5.9	35.3	29.4	5.9	5.9	5.9	0.0	5.9	0.0	0.0	5.9	22	71.4	10	13
	EXETER	FLYBE LTD	S	A	20	0	0	15.0	30.0	25.0	10.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	25	84.0	13	25
	EXETER	FLYBE LTD	S	D	27	0	0	0.0	33.3	48.1	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	11	26
	JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	114	0	0	2.6	57.9	28.9	6.1	1.8	2.6	0.0	0.0	0.0	0.0	0.0	6	75.4	18	112
	JERSEY	BLUE ISLANDS LIMITED	S	D	89	0	0	1.1	76.4	15.7	1.1	0.0	1.1	3.4	1.1	0.0	0.0	0.0	9	82.4	9	113
	JERSEY	FLYBE LTD	S	A	47	0	0	10.6	61.7	14.9	6.4	2.1	2.1	2.1	0.0	0.0	0.0	0.0	9	0.0	0	0
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	6	1
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	GATWICK	AURIGNY AIR SERVICES	S	A	147	0	1	2.0	50.7	31.1	9.5	2.0	2.7	1.4	0.0	0.0	0.0	0.7	9	91.8	4	130



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	AURIGNY AIR SERVICES	S	D	147	0	2	0.0	51.0	31.5	7.4	2.7	3.4	2.7	0.0	0.0	0.0	1.3	12	88.0	8	128
	STANSTED	AURIGNY AIR SERVICES	S	A	18	0	0	0.0	22.2	38.9	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	10	18
	STANSTED	AURIGNY AIR SERVICES	S	D	18	0	0	0.0	27.8	33.3	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	83.3	11	18
	MANCHESTER	AURIGNY AIR SERVICES	S	A	48	0	1	0.0	38.8	42.9	6.1	6.1	4.1	0.0	0.0	0.0	0.0	2.0	10	80.0	7	48
	MANCHESTER	AURIGNY AIR SERVICES	S	D	48	0	2	0.0	28.0	40.0	12.0	12.0	2.0	2.0	0.0	0.0	0.0	4.0	15	74.0	16	48
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	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	79.7	25	79
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.3	26	80
	SOUTHAMPTON	FLYBE LTD	S	A	58	0	0	5.2	70.7	12.1	3.4	3.4	1.7	3.4	0.0	0.0	0.0	0.0	9	25.0	0	1
	SOUTHAMPTON	FLYBE LTD	S	D	58	0	0	1.7	56.9	25.9	6.9	5.2	1.7	1.7	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL GUERNSEY</b>					<b>959</b>	<b>0</b>	<b>8</b>	<b>2.7</b>	<b>51.6</b>	<b>29.1</b>	<b>7.2</b>	<b>3.8</b>	<b>2.7</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>81.3</b>	<b>13</b>	<b>947</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat								
HAHN		BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5															
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1																
		STANSTED	RYANAIR	S	A	21	0	0	0.0	19.0	47.6	19.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	18	83.9	15	31															
		STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	52.4	28.6	9.5	4.8	4.8	0.0	0.0	0.0	0.0	28	48.4	21	31															
		MANCHESTER	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 HAHN</b>						<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.6</b>	<b>48.8</b>	<b>23.3</b>	<b>9.3</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>67.6</b>	<b>17</b>	<b>68</b>																
HALIFAX INT		GATWICK	FAI FLIGHT-AMBULANCE SERVICE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
		HEATHROW	AIR CANADA	S	A	17	0	0	17.6	23.5	23.5	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	17	31.6	69	18															
		HEATHROW	AIR CANADA	S	D	17	0	0	0.0	47.1	41.2	5.9	5.9	0.0	0.0	0.0	0.0	0.0	6	88.9	10	18																
<b>TOTAL HALIFAX INT</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>35.3</b>	<b>32.4</b>	<b>8.8</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.5</b>	<b>38</b>	<b>37</b>																
HAMBURG		BIRMINGHAM	FLYBE LTD	S	A	19	0	0	0.0	42.1	21.1	21.1	10.5	5.3	0.0	0.0	0.0	0.0	14	87.5	65	16																
		BIRMINGHAM	FLYBE LTD	S	D	19	0	0	0.0	15.8	42.1	26.3	15.8	0.0	0.0	0.0	0.0	0.0	14	82.4	19	17																
		BRISTOL	BMI REGIONAL	S	A	17	0	0	5.9	29.4	17.6	23.5	11.8	11.8	0.0	0.0	0.0	0.0	23	58.3	27	23																
		BRISTOL	BMI REGIONAL	S	D	18	0	0	0.0	61.1	11.1	5.6	5.6	16.7	0.0	0.0	0.0	0.0	20	66.7	21	23																
		BRISTOL	JOTA AVIATION 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	87	0.0	0	0																
		BRISTOL	JOTA AVIATION 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	43	0.0	0	0																
		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	72.7	13	11																
		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	72.7	11	11																
		EDINBURGH	EASYJET UK LTD	S	A	11	0	0	9.1	36.4	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0																
		EDINBURGH	EASYJET UK LTD	S	D	11	0	0	0.0	36.4	54.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0																
		EDINBURGH	RYANAIR	S	A	18	0	0	0.0	50.0	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																
		EDINBURGH	RYANAIR	S	D	18	0	1	0.0	31.6	36.8	21.1	5.3	0.0	0.0	0.0	0.0	5.3	10	0.0	0	0																
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	33																
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.5	22	33																
		GATWICK	EASYJET UK LTD	S	A	33	0	0	3.0	24.2	42.4	15.2	9.1	6.1	0.0	0.0	0.0	0.0	14	0.0	0	0																
		GATWICK	EASYJET UK LTD	S	D	33	0	0	0.0	33.3	54.5	3.0	9.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																
		HEATHROW	BRITISH AIRWAYS PLC	S	A	126	0	3	40.3	35.7	16.3	3.1	1.6	0.8	0.0	0.0	0.0	2.3	3	79.5	8	125																
		HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	2	0.0	51.9	38.0	3.1	3.1	2.3	0.0	0.0	0.0	1.6	6	89.8	4	125																

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													JAN 2018			
						NUMBER OF FLIGHTS																		
						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)
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	84	0	1	25.9	44.7	15.3	10.6	1.2	1.2	0.0	0.0	0.0	0.0	1.2	5	58.3	15	84			
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	84	0	1	1.2	44.7	36.5	11.8	3.5	1.2	0.0	0.0	0.0	0.0	1.2	7	65.5	15	84			
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	50.0	19	12			
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	91.7	8	12			
STANSTED	RYANAIR	S	A	37	0	1	5.3	28.9	28.9	15.8	18.4	0.0	0.0	0.0	0.0	0.0	2.6	14	71.4	11	35			
STANSTED	RYANAIR	S	D	37	0	1	0.0	10.5	36.8	21.1	23.7	5.3	0.0	0.0	0.0	0.0	2.6	20	51.4	18	35			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.7	12	35			
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	68.6	13	35			
MANCHESTER	EASYJET UK LTD	S	A	35	0	0	11.4	40.0	22.9	17.1	2.9	0.0	2.9	2.9	0.0	0.0	0.0	18	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S	D	35	0	0	0.0	48.6	31.4	11.4	2.9	0.0	2.9	2.9	0.0	0.0	0.0	16	0.0	0	0			
MANCHESTER	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	0.0	0	47.6	18	21			
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.9	16	21			
MANCHESTER	RYANAIR	S	A	21	0	0	9.5	42.9	28.6	4.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	10	100.0	2	13			
MANCHESTER	RYANAIR	S	D	20	0	0	0.0	45.0	50.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	13			
SOUTHAMPTON	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	36	0.0	0	0			
<b>TOTAL HAMBURG</b>				<b>806</b>	<b>0</b>	<b>10</b>	<b>10.5</b>	<b>39.5</b>	<b>30.1</b>	<b>9.7</b>	<b>6.3</b>	<b>2.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>71.2</b>	<b>14</b>	<b>817</b>			
HANOI																								
HEATHROW	VIETNAM AIRLINES	S	A	18	0	0	22.2	0.0	5.6	16.7	33.3	22.2	0.0	0.0	0.0	0.0	0.0	36	70.6	10	17			
HEATHROW	VIETNAM AIRLINES	S	D	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	8	94.1	4	17			
<b>TOTAL HANOI</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>5.6</b>	<b>41.7</b>	<b>13.9</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>22</b>	<b>82.4</b>	<b>7</b>	<b>34</b>			
HANOVER																								
BIRMINGHAM	FLYBE LTD	S	A	21	0	0	14.3	42.9	19.0	9.5	4.8	9.5	0.0	0.0	0.0	0.0	0.0	13	63.6	15	22			
BIRMINGHAM	FLYBE LTD	S	D	21	0	0	0.0	23.8	57.1	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	68.2	14	22			
BRISTOL	BMI REGIONAL	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
BRISTOL	BMI REGIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	41.9	30.6	14.5	1.6	8.1	1.6	0.0	0.0	0.0	0.0	1.6	5	90.2	4	82			
HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	66.1	25.8	0.0	4.8	1.6	0.0	0.0	0.0	0.0	1.6	5	92.7	3	82			
STANSTED	EUROWINGS LUFTVERKEHRS	S	A	27	0	0	7.4	18.5	51.9	14.8	3.7	3.7	0.0	0.0	0.0	0.0	0.0	11	65.0	13	40			
STANSTED	EUROWINGS LUFTVERKEHRS	S	D	27	0	0	0.0	11.1	40.7	33.3	11.1	3.7	0.0	0.0	0.0	0.0	0.0	17	72.5	12	39			
STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
								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
MANCHESTER		FLYBE LTD		S A		19 0		1	15.0	35.0	30.0	0.0	5.0	5.0	0.0	5.0	0.0	0.0	5.0	22	77.8	11	26		
MANCHESTER		FLYBE LTD		S D		19 0		0	0.0	5.3	52.6	15.8	10.5	15.8	0.0	0.0	0.0	0.0	0.0	26	66.7	17	26		
MANCHESTER		JET2.COM 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	90	0.0	0	0		
MANCHESTER		JET2.COM LTD		C D		1 0		0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL HANOVER</b>						<b>263 0</b>		<b>3</b>	<b>12.8</b>	<b>35.0</b>	<b>31.6</b>	<b>8.3</b>	<b>6.8</b>	<b>4.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>79.8</b>	<b>9</b>	<b>339</b>		
HAUGESUND																									
ABERDEEN		EASTERN AIRWAYS		C A		0 0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
ABERDEEN		EASTERN AIRWAYS		C D		0 0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL HAUGESUND</b>						<b>0 0</b>		<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>			
HAVANA																									
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A		9 0		0	22.2	22.2	0.0	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	31	76.9	7	13		
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		9 0		0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	92.3	4	13		
<b>TOTAL HAVANA</b>						<b>18 0</b>		<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</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>22</b>	<b>84.6</b>	<b>5</b>	<b>26</b>		
HAWARDEN																									
BRISTOL		BMI REGIONAL		S A		17 7		0	4.2	4.2	0.0	4.2	0.0	0.0	0.0	0.0	58.3	29.2	0.0	587	0.0	0	0		
BRISTOL		BMI REGIONAL		S D		24 0		0	0.0	33.3	33.3	20.8	4.2	4.2	4.2	0.0	0.0	0.0	0.0	18	0.0	0	0		
BRISTOL		EASTERN AIRWAYS		C A		0 0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	6	19			
BRISTOL		EASTERN AIRWAYS		C D		0 0		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	21	18			
<b>TOTAL HAWARDEN</b>						<b>41 7</b>		<b>0</b>	<b>2.1</b>	<b>18.8</b>	<b>16.7</b>	<b>12.5</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>29.2</b>	<b>14.6</b>	<b>0.0</b>	<b>254</b>	<b>81.1</b>	<b>13</b>	<b>37</b>		
HEATHROW																									
ABERDEEN		BRITISH AIRWAYS PLC		S A		144 0		3	8.8	49.0	27.9	4.8	3.4	3.4	0.7	0.0	0.0	2.0	8	86.4	5	217			
ABERDEEN		BRITISH AIRWAYS PLC		S D		144 0		4	1.4	56.8	24.3	10.8	2.0	2.0	0.0	0.0	0.0	2.7	6	84.9	7	217			
ABERDEEN		FLYBE LTD		S A		80 0		0	18.8	55.0	21.3	2.5	0.0	1.3	1.3	0.0	0.0	0.0	4	93.8	2	79			
ABERDEEN		FLYBE LTD		S D		78 0		0	0.0	55.1	33.3	7.7	1.3	0.0	2.6	0.0	0.0	0.0	7	86.6	9	82			
BELFAST CITY (GEORGE BEST)		AER LINGUS		S A		93 0		0	31.2	49.5	14.0	2.2	3.2	0.0	0.0	0.0	0.0	0.0	3	83.1	8	88			
BELFAST CITY (GEORGE BEST)		AER LINGUS		S D		93 0		0	4.3	78.5	11.8	1.1	4.3	0.0	0.0	0.0	0.0	0.0	2	84.4	6	88			
BELFAST CITY (GEORGE BEST)		BRITISH AIRWAYS PLC		S A		118 0		2	8.3	65.0	16.7	4.2	1.7	2.5	0.0	0.0	0.0	1.7	4	86.2	6	116			
BELFAST CITY (GEORGE BEST)		BRITISH AIRWAYS PLC		S D		118 0		2	4.2	74.2	15.0	1.7	0.0	3.3	0.0	0.0	0.0	1.7	4	89.0	6	118			
BELFAST INTERNATIONAL		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	50.0	25	2			
BELFAST INTERNATIONAL		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	127	2			
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	56	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	0	0.0	0.0	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								
DONCASTER SHEFFIELD	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									
EDINBURGH	BRITISH AIRWAYS PLC	S	A	231	0	2	7.7	44.2	38.6	5.6	1.7	1.3	0.0	0.0	0.0	0.0	0.9	6	87.4	7	289									
EDINBURGH	BRITISH AIRWAYS PLC	S	D	230	0	2	4.7	63.8	24.1	4.3	1.3	0.9	0.0	0.0	0.0	0.0	0.9	3	88.7	6	288									
EDINBURGH	FLYBE LTD	S	A	105	0	0	15.2	57.1	15.2	8.6	2.9	1.0	0.0	0.0	0.0	0.0	0.0	5	92.0	6	112									
EDINBURGH	FLYBE LTD	S	D	105	0	0	0.0	20.0	58.1	9.5	7.6	4.8	0.0	0.0	0.0	0.0	0.0	12	87.5	5	112									
GLASGOW	BRITISH AIRWAYS PLC	S	A	227	0	1	8.8	44.7	32.9	5.7	5.3	1.8	0.4	0.0	0.0	0.0	0.4	7	78.8	10	235									
GLASGOW	BRITISH AIRWAYS PLC	S	D	225	0	1	0.4	63.3	25.2	4.4	4.0	1.8	0.4	0.0	0.0	0.0	0.4	7	78.8	11	233									
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	44	0	0	2.3	34.1	54.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	88.1	4	56									
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	44	0	0	4.5	61.4	27.3	4.5	0.0	2.3	0.0	0.0	0.0	0.0	0.0	5	81.4	5	56									
GATWICK	BRITISH AIRWAYS PLC	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0									
MANCHESTER	BRITISH AIRWAYS PLC	S	A	200	0	6	3.9	47.6	30.6	8.3	4.4	2.4	0.0	0.0	0.0	0.0	2.9	7	87.8	6	234									
MANCHESTER	BRITISH AIRWAYS PLC	S	D	200	0	5	1.0	53.2	29.3	7.8	3.9	1.5	0.0	1.0	0.0	0.0	2.4	9	86.5	7	234									
NEWCASTLE	BRITISH AIRWAYS PLC	S	A	119	0	1	1.7	46.7	37.5	8.3	2.5	1.7	0.8	0.0	0.0	0.0	0.8	8	85.0	6	185									
NEWCASTLE	BRITISH AIRWAYS PLC	S	D	119	0	1	0.0	48.3	36.7	6.7	3.3	3.3	0.0	0.8	0.0	0.0	0.8	10	84.0	7	186									
NEWCASTLE	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									
<b>TOTAL HEATHROW</b>				<b>2717</b>	<b>0</b>	<b>31</b>	<b>5.8</b>	<b>53.5</b>	<b>28.6</b>	<b>5.9</b>	<b>3.0</b>	<b>1.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>85.6</b>	<b>7</b>	<b>3233</b>									
HELSINKI																														
EDINBURGH	FINNAIR	S	A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	8	3									
EDINBURGH	FINNAIR	S	D	8	0	2	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	5	100.0	7	3									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	62	0	0	11.3	40.3	29.0	6.5	8.1	3.2	1.6	0.0	0.0	0.0	0.0	13	61.4	20	57									
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	62	0	0	0.0	38.7	32.3	16.1	8.1	3.2	1.6	0.0	0.0	0.0	0.0	13	47.4	31	57									
HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	18.0	42.0	24.0	10.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	8	76.7	14	60									
HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	1	0.0	52.9	39.2	3.9	0.0	2.0	0.0	0.0	0.0	0.0	2.0	5	86.7	9	60									
HEATHROW	FINNAIR	S	A	152	0	3	6.5	34.8	29.0	14.8	9.0	2.6	1.3	0.0	0.0	0.0	1.9	14	54.2	20	154									
HEATHROW	FINNAIR	S	D	151	0	3	0.0	33.1	37.7	11.7	10.4	3.2	1.9	0.0	0.0	0.0	1.9	16	61.0	18	153									
MANCHESTER	FINNAIR	S	A	61	0	1	0.0	19.4	46.8	19.4	12.9	0.0	0.0	0.0	0.0	0.0	1.6	12	67.7	17	62									
MANCHESTER	FINNAIR	S	D	61	0	1	1.6	27.4	37.1	17.7	12.9	1.6	0.0	0.0	0.0	0.0	1.6	14	69.4	16	62									
<b>TOTAL HELSINKI</b>				<b>666</b>	<b>0</b>	<b>11</b>	<b>4.1</b>	<b>35.6</b>	<b>34.0</b>	<b>12.7</b>	<b>8.6</b>	<b>2.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>13</b>	<b>63.7</b>	<b>18</b>	<b>671</b>									

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: H									PERCENTAGE OF FLIGHTS LATE					JAN 2018		
										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)
HERAKLION																										
	GATWICK	AEGEAN AIRLINES	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
	GATWICK	AEGEAN AIRLINES	C	D	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0				
	MANCHESTER	AEGEAN AIRLINES	C	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	AEGEAN AIRLINES	C	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0				
<b>TOTAL HERAKLION</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>27.3</b>	<b>27.3</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
HO CHI MINH CITY																										
	HEATHROW	VIETNAM AIRLINES	S	A	13	0	0	7.7	46.2	23.1	7.7	15.4	0.0	0.0	0.0	0.0	0.0	9	50.0	23	14					
	HEATHROW	VIETNAM AIRLINES	S	D	13	0	0	0.0	30.8	46.2	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	16	100.0	2	14				
<b>TOTAL HO CHI MINH CITY</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>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>75.0</b>	<b>12</b>	<b>28</b>				
HOLGUIN (FRANK PAIS)																										
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	20.0	134	5				
	GATWICK	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	32	60.0	65	5				
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	33	50.0	14	6				
	MANCHESTER	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	71	66.7	20	6				
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.8</b>	<b>10.5</b>	<b>26.3</b>	<b>15.8</b>	<b>31.6</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>50.0</b>	<b>55</b>	<b>22</b>				
HONG KONG (CHEK LAP KOK)																										
	GATWICK	CATHAY PACIFIC AIRWAYS	S	A	28	0	0	42.9	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	63.0	17	27					
	GATWICK	CATHAY PACIFIC AIRWAYS	S	D	28	0	0	0.0	53.6	35.7	3.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	6	92.6	5	27				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	1.6	77.4	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.3	5	62					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	32.3	37.1	14.5	6.5	8.1	1.6	0.0	0.0	0.0	0.0	18	82.3	8	62				
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	148	0	0	26.4	37.8	20.3	8.8	5.4	1.4	0.0	0.0	0.0	0.0	7	70.2	15	151					
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	148	0	0	0.0	42.6	37.8	7.4	10.1	1.4	0.0	0.7	0.0	0.0	0.0	11	88.0	8	150				
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	3.2	71.0	6.5	6.5	0.0	12.9	0.0	0.0	0.0	0.0	13	75.9	11	29					
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	35.5	19.4	0.0	6.5	0.0	0.0	0.0	0.0	10	96.6	3	29					
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	26	0	0	50.0	30.8	7.7	3.8	3.8	0.0	0.0	3.8	0.0	0.0	0.0	11	67.7	15	31				
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	26	0	0	0.0	50.0	30.8	3.8	7.7	3.8	0.0	3.8	0.0	0.0	0.0	17	87.1	8	31				
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>590</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>44.9</b>	<b>27.3</b>	<b>7.8</b>	<b>5.3</b>	<b>2.9</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>81.0</b>	<b>10</b>	<b>599</b>				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: H																	JAN 2018			
		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
HOUSTON	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	1	39.2	39.2	9.8	3.9	3.9	2.0	0.0	0.0	0.0	0.0	2.0	4	76.9	26	51
	HEATHROW	BRITISH AIRWAYS PLC	S	D	50	0	1	0.0	31.4	43.1	13.7	3.9	5.9	0.0	0.0	0.0	0.0	2.0	13	78.8	17	51
	HEATHROW	SINGAPORE 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	14	0.0	0	0
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	33.9	32.3	25.8	3.2	1.6	1.6	0.0	1.6	0.0	0.0	0.0	9	80.6	16	61
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	0.0	75.8	17.7	1.6	1.6	1.6	0.0	1.6	0.0	0.0	0.0	6	87.1	14	61
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	36.4	31.8	22.7	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	13	91.3	5	22
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	13.6	40.9	13.6	13.6	13.6	0.0	4.5	0.0	0.0	0.0	31	81.8	8	22
<b>TOTAL HOUSTON</b>					<b>269</b>	<b>0</b>	<b>2</b>	<b>18.1</b>	<b>41.7</b>	<b>25.5</b>	<b>5.5</b>	<b>3.7</b>	<b>3.3</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>10</b>	<b>82.1</b>	<b>16</b>	<b>268</b>
HUMBERSIDE	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	ABERDEEN	FLYBE LTD	S	A	48	0	7	32.7	21.8	20.0	1.8	3.6	5.5	1.8	0.0	0.0	0.0	12.7	12	68.7	13	55
	ABERDEEN	FLYBE LTD	S	D	48	0	5	5.7	54.7	15.1	5.7	3.8	5.7	0.0	0.0	0.0	0.0	9.4	10	43.9	36	57
	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	4	0.0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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
	TEESSIDE INTERNATIONAL AIRPORT	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	75.0	14	4
	TEESSIDE INTERNATIONAL AIRPORT	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	2	0.0	0	0
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	A	12	0	3	0.0	46.7	0.0	20.0	6.7	0.0	6.7	0.0	0.0	0.0	20.0	20	79.6	12	45
	TEESSIDE INTERNATIONAL AIRPORT	FLYBE LTD	S	D	14	0	6	35.0	15.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	30.0	13	64.0	15	45
<b>TOTAL HUMBERSIDE</b>					<b>125</b>	<b>0</b>	<b>22</b>	<b>19.0</b>	<b>35.4</b>	<b>15.6</b>	<b>4.8</b>	<b>3.4</b>	<b>5.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.0</b>	<b>11</b>	<b>63.3</b>	<b>19</b>	<b>207</b>
HURGHADA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	18	0	0	33.3	22.2	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	11	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	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	6	80.0	7	10
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	10	5
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	6	5
	BRISTOL	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	15	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	2	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	S	A	8	0	0	0.0	50.0	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	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	0.0	7	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	18	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	10	11	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	11	
	GATWICK	EASYJET UK LTD	S	A	14	0	1	20.0	33.3	26.7	0.0	6.7	0.0	6.7	0.0	0.0	0.0	6.7	18	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	14	0	0	0.0	7.1	71.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	15	0	0	6.7	60.0	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	10	14	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	15	0	0	0.0	13.3	53.3	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	16	92.9	7	14	
	GATWICK	TUI AIRWAYS LTD	S	A	10	0	0	0.0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	77.8	5	9	
	GATWICK	TUI AIRWAYS LTD	S	D	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	17	88.9	7	9	
	STANSTED	EASYJET UK LTD	S	A	9	0	1	10.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	15	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	D	8	0	0	0.0	25.0	37.5	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	47	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	20	0	1	9.5	14.3	28.6	0.0	33.3	4.8	0.0	4.8	0.0	0.0	4.8	31	46.7	41	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	21	0	0	0.0	28.6	42.9	0.0	4.8	19.0	0.0	4.8	0.0	0.0	0.0	31	73.3	21	15	
	MANCHESTER	TUI AIRWAYS LTD	S	A	12	0	1	7.7	15.4	30.8	23.1	7.7	0.0	7.7	0.0	0.0	0.0	7.7	24	77.8	14	9	
	MANCHESTER	TUI AIRWAYS LTD	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	77.8	15	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	5	
	NEWCASTLE	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	12	100.0	5	5	
<b>TOTAL HURGHADA</b>					<b>250</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>24.8</b>	<b>41.3</b>	<b>9.1</b>	<b>10.6</b>	<b>3.9</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>75.8</b>	<b>13</b>	<b>160</b>	
HYDERABAD ( RAJIV GHANDI )																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	38.7	32.3	9.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	19	93.3	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	54.8	16.1	9.7	6.5	6.5	0.0	0.0	0.0	0.0	26	71.0	14	31	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>43.5</b>	<b>12.9</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>22</b>	<b>82.0</b>	<b>9</b>	<b>61</b>	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
IASI																						
	LIVERPOOL (JOHN LENNON)	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	0.0	45	1
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	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	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	8	0	0	0.0	12.5	50.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	23.1	46.2	15.4	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	24	56.3	78	15
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	30.8	53.8	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	27	50.0	23	13
	LUTON	TAROM	S	A	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	20	33.3	65	9
	LUTON	TAROM	S	D	10	0	0	0.0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	19	33.3	62	9
	LUTON	WIZZ AIR	S	A	30	0	1	22.6	45.2	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3.2	4	80.6	18	31
	LUTON	WIZZ AIR	S	D	30	0	1	0.0	19.4	54.8	9.7	3.2	9.7	0.0	0.0	0.0	0.0	3.2	16	62.1	17	29
<b>TOTAL IASI</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>29.0</b>	<b>39.5</b>	<b>7.3</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>59.6</b>	<b>35</b>	<b>107</b>
IBIZA																						
	LONDON CITY	BA CITYFLYER LTD	S	A	26	0	0	15.4	38.5	26.9	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	9	74.1	17	27
	LONDON CITY	BA CITYFLYER LTD	S	D	27	0	0	0.0	11.1	70.4	7.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	11	71.4	17	28
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL IBIZA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>24.1</b>	<b>48.1</b>	<b>7.4</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.7</b>	<b>17</b>	<b>55</b>
ILHA DO SAL C.VERDE																						
	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	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	100.0	4	4
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	53	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	48	9
	BRISTOL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	256	4
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	BRISTOL	TUI AIRWAYS 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	0.0	11	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	20	4
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	5
	GATWICK	TUI AIRWAYS LTD	S	A	18	0	0	0.0	27.8	33.3	22.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	19	52.6	17	19
	GATWICK	TUI AIRWAYS LTD	S	D	18	0	0	0.0	11.1	66.7	5.6	5.6	5.6	0.0	5.6	0.0	0.0	0.0	25	94.4	3	18

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: I																	JAN 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	28	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	8	4
	MANCHESTER	TUI AIRWAYS LTD	S	A	14	0	0	7.1	35.7	14.3	14.3	14.3	0.0	7.1	7.1	0.0	0.0	0.0	43	70.0	20	10
	MANCHESTER	TUI AIRWAYS LTD	S	D	14	0	0	0.0	14.3	42.9	7.1	14.3	14.3	0.0	7.1	0.0	0.0	0.0	39	66.7	29	9
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>21.9</b>	<b>41.0</b>	<b>13.3</b>	<b>10.5</b>	<b>2.9</b>	<b>1.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.6</b>	<b>26</b>	<b>116</b>
INNSBRUCK	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	0	0.0	22	1
	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	50.0	11	4
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	59	75.0	17	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	13	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	18	4
	BRISTOL	AUSTRIAN AIRLINES	C	A	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	31	37.5	44	8
	BRISTOL	AUSTRIAN AIRLINES	C	D	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	75.0	24	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	44	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	32	8
	BRISTOL	EASYJET UK LTD	S	A	7	0	0	0.0	14.3	28.6	28.6	14.3	0.0	0.0	14.3	0.0	0.0	0.0	49	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	EDINBURGH	AUSTRIAN AIRLINES	C	A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	11	4
	EDINBURGH	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	25.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	51	25.0	36	4
	EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	61	50.0	22	4
	EDINBURGH	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	0.0	38	25.0	26	4
	GATWICK	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	75.0	19	4
	GATWICK	AUSTRIAN AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	33	4
	GATWICK	AUSTRIAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
	GATWICK	AUSTRIAN AIRLINES	S	D	0	0	0	0.0	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	20	0	0	10.0	25.0	40.0	15.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	16	85.7	7	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	1	0.0	23.8	61.9	4.8	0.0	4.8	0.0	0.0	0.0	0.0	4.8	10	90.9	4	22

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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				
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.7	20	73
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.5	8	74
GATWICK	EASYJET UK LTD	S	A	72	0	1	15.1	35.6	17.8	12.3	8.2	6.8	0.0	2.7	0.0	0.0	1.4	21	0.0	0	0
GATWICK	EASYJET UK LTD	S	D	73	0	1	0.0	45.9	29.7	9.5	6.8	4.1	1.4	1.4	0.0	0.0	1.4	14	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	14.3	0.0	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
GATWICK	THOMAS COOK AIRLINES 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	22	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	0.0	12.5	25.0	25.0	12.5	0.0	0.0	12.5	0.0	0.0	86	58.8	52	17
GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	1	0.0	7.7	53.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	7.7	16	70.6	25	17
GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	28.6	0.0	28.6	14.3	14.3	0.0	0.0	14.3	0.0	0.0	85	75.0	32	8
GATWICK	TUI AIRWAYS LTD	C	D	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	27	62.5	41	8
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	2	15.2	33.3	30.3	6.1	6.1	0.0	0.0	3.0	0.0	0.0	6.1	14	69.0	19	29
HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	2	0.0	44.1	41.2	2.9	2.9	0.0	0.0	2.9	0.0	0.0	5.9	10	83.3	9	30
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	66.7	28	12
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	91.7	17	12
LUTON	EASYJET UK LTD	S	A	8	0	1	11.1	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	11.1	13	0.0	0	0
LUTON	EASYJET UK 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	6	0.0	0	0
STANSTED	AUSTRIAN AIRLINES	C	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	12	3
STANSTED	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	25.0	89	4
STANSTED	LAUDA MOTION GMBH	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
STANSTED	LAUDA MOTION GMBH	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	35	0.0	0	0
STANSTED	TUI AIRWAYS LTD	C	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	4
STANSTED	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	75.0	13	4
MANCHESTER	AUSTRIAN AIRLINES	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	75.0	13	4
MANCHESTER	AUSTRIAN AIRLINES	C	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	31	100.0	4	4
MANCHESTER	EASYJET UK LTD	S	A	4	0	0	25.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
MANCHESTER	FLYBE 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	18	75.0	4	4
MANCHESTER	FLYBE 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	27	50.0	19	4
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	7	0	0	0.0	14.3	28.6	14.3	0.0	42.9	0.0	0.0	0.0	0.0	0.0	50	88.9	28	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								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	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	37.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	88.9	5	9
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	28.6	14.3	14.3	14.3	14.3	0.0	0.0	0.0	14.3	0.0	0.0	76	62.5	21	8
	MANCHESTER	TUI AIRWAYS LTD	C	D	7	0	0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	24	8
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	76	75.0	10	4
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	75.0	17	4
<b>TOTAL INNSBRUCK</b>					<b>453</b>	<b>0</b>	<b>10</b>	<b>5.8</b>	<b>30.0</b>	<b>30.7</b>	<b>11.7</b>	<b>9.7</b>	<b>5.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>76.4</b>	<b>19</b>	<b>473</b>
INVERNESS																						
	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	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	17	0	0	5.9	64.7	17.6	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	78.9	7	19
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	17	0	0	0.0	58.8	35.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	84.2	8	19
	BIRMINGHAM	FLYBE LTD	S	A	22	0	0	18.2	50.0	27.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	72.7	11	22
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	0.0	31.8	54.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	8	22
	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	89.5	4	19
	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	94.7	3	19
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	0.0	47.4	31.6	10.5	0.0	10.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	19	0	0	0.0	47.4	26.3	10.5	15.8	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	DONCASTER SHEFFIELD	LOGANAIR 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
	DONCASTER SHEFFIELD	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GLASGOW	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GLASGOW	LOGANAIR 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	6	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.4	10	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.4	4	66
	GATWICK	EASYJET UK LTD	S	A	65	0	0	44.6	33.8	10.8	4.6	4.6	1.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	65	0	0	0.0	61.5	24.6	10.8	1.5	1.5	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.9	12	19
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	50.0	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	89.5	6	19
	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	71.9	16	32
	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	78.1	12	32
	LUTON	EASYJET UK LTD	S	A	31	0	0	19.4	35.5	32.3	6.5	0.0	3.2	3.2	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	31	0	0	0.0	45.2	35.5	12.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	LOGANAIR LTD	S	A	68	0	3	59.2	21.1	8.5	2.8	2.8	0.0	0.0	1.4	0.0	0.0	4.2	5	94.2	2	69

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	LOGANAIR LTD	S	D	68	0	3	9.9	54.9	21.1	4.2	4.2	0.0	0.0	1.4	0.0	0.0	4.2	7	94.2	6	69	
<b>TOTAL INVERNESS</b>					<b>485</b>	<b>0</b>	<b>7</b>	<b>19.1</b>	<b>44.3</b>	<b>24.0</b>	<b>5.9</b>	<b>3.0</b>	<b>1.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>7</b>	<b>88.2</b>	<b>7</b>	<b>492</b>	
IRELAND WEST(KNOCK)																							
	BIRMINGHAM	FLYBE LTD	S	A	15	0	0	13.3	73.3	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6	92.9	2	13	
	BIRMINGHAM	FLYBE LTD	S	D	16	0	0	0.0	18.8	50.0	18.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	16	92.9	6	14	
	BRISTOL	RYANAIR	S	A	13	0	0	15.4	30.8	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BRISTOL	RYANAIR	S	D	13	0	0	7.7	46.2	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	0	0.0	35.3	35.3	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	41	18	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	0	0.0	23.5	47.1	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	23	18	
	EDINBURGH	FLYBE LTD	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	6	100.0	2	15	
	EDINBURGH	FLYBE LTD	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	0.0	8	100.0	2	15	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	26	0	0	19.2	53.8	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	5	25	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	26	0	0	0.0	46.2	46.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	4	26	
	GATWICK	AER LINGUS	S	A	27	0	0	44.4	29.6	18.5	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4	92.9	1	27	
	GATWICK	AER LINGUS	S	D	27	0	0	0.0	70.4	25.9	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	5	96.4	2	28	
	LUTON	RYANAIR	S	A	26	0	0	19.2	50.0	26.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	6	26	
	LUTON	RYANAIR	S	D	27	0	0	0.0	44.4	48.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	6	26	
	STANSTED	RYANAIR	S	A	43	0	0	18.6	46.5	14.0	14.0	2.3	0.0	2.3	2.3	0.0	0.0	0.0	12	84.1	14	44	
	STANSTED	RYANAIR	S	D	43	0	0	0.0	41.9	41.9	7.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	6	95.5	3	44	
	MANCHESTER	FLYBE LTD	S	A	19	0	0	0.0	21.1	52.6	10.5	15.8	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	12	15	
	MANCHESTER	FLYBE LTD	S	D	19	0	0	0.0	15.8	68.4	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10	86.7	8	15	
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>398</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>42.5</b>	<b>32.9</b>	<b>9.0</b>	<b>4.8</b>	<b>1.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>86.3</b>	<b>8</b>	<b>369</b>	
ISLAMABAD INTERNATIONAL AIRPORT																							
	DONCASTER SHEFFIELD	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	
<b>TOTAL ISLAMABAD INTERNATIONAL AIRPORT</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLAY																							
	GLASGOW	LOGANAIR LTD	S	A	44	0	9	3.8	30.2	17.0	7.5	1.9	20.8	1.9	0.0	0.0	0.0	17.0	28	64.0	23	48	
	GLASGOW	LOGANAIR LTD	S	D	44	0	7	0.0	23.5	35.3	0.0	5.9	19.6	2.0	0.0	0.0	0.0	13.7	27	54.9	26	48	
<b>TOTAL ISLAY</b>					<b>88</b>	<b>0</b>	<b>16</b>	<b>1.9</b>	<b>26.9</b>	<b>26.0</b>	<b>3.8</b>	<b>3.8</b>	<b>20.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>28</b>	<b>59.4</b>	<b>25</b>	<b>96</b>	
ISLE OF MAN																							
	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	45.5	21	21	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	21	21	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	EASYJET UK 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	0	0.0	0	0	
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
BIRMINGHAM	BIRMINGHAM	FLYBE LTD	S	A	29	0	2	9.7	64.5	16.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	6.5	7	85.3	6	34	
BIRMINGHAM	BIRMINGHAM	FLYBE LTD	S	D	29	0	2	0.0	9.7	71.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	6.5	8	76.5	11	34	
BRISTOL	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	77.8	6	8	
BRISTOL	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	77.8	10	8	
BRISTOL	BRISTOL	EASYJET UK LTD	S	A	8	0	0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
BRISTOL	BRISTOL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
EDINBURGH	EDINBURGH	LOGANAIR LTD	S	A	9	0	0	55.6	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	87.5	3	8	
EDINBURGH	EDINBURGH	LOGANAIR LTD	S	D	9	0	0	0.0	66.7	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	18	87.5	9	8	
GLASGOW	GLASGOW	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	88.9	0	8		
GLASGOW	GLASGOW	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	11.1	54	8		
LEEDS BRADFORD	LEEDS BRADFORD	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	
LIVERPOOL (JOHN LENNON)	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	91.7	3	36	
LIVERPOOL (JOHN LENNON)	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	91.7	3	36	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	44	0	0	40.9	45.5	11.4	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	43	0	0	2.3	81.4	14.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	108	0	1	10.1	47.7	29.4	7.3	2.8	0.9	0.0	0.0	0.9	0.0	0.9	13	87.0	6	108	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	108	0	1	0.0	44.0	50.5	2.8	1.8	0.0	0.0	0.0	0.0	0.0	0.9	2	88.9	7	108	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	13	44	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	6	44	
GATWICK	GATWICK	EASYJET UK LTD	S	A	42	0	0	4.8	47.6	21.4	11.9	11.9	2.4	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
GATWICK	GATWICK	EASYJET UK LTD	S	D	42	0	0	0.0	57.1	26.2	7.1	7.1	2.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	A	69	0	0	21.7	43.5	21.7	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8	91.3	9	69	
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	D	69	0	1	0.0	18.6	48.6	14.3	11.4	2.9	2.9	0.0	0.0	0.0	1.4	18	79.7	15	69	
MANCHESTER	MANCHESTER	FLYBE LTD	S	A	136	0	6	11.3	45.1	24.6	7.7	5.6	1.4	0.0	0.0	0.0	0.0	4.2	7	85.1	6	140	
MANCHESTER	MANCHESTER	FLYBE LTD	S	D	136	0	6	0.0	22.5	54.2	10.6	6.3	1.4	0.7	0.0	0.0	0.0	4.2	11	83.7	7	141	
MANCHESTER	MANCHESTER	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
NEWCASTLE	NEWCASTLE	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	25	22		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	40.9	31	22	
<b>TOTAL ISLE OF MAN</b>					<b>906</b>	<b>0</b>	<b>19</b>	<b>8.3</b>	<b>41.4</b>	<b>33.7</b>	<b>7.2</b>	<b>5.1</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>81.6</b>	<b>9</b>	<b>998</b>	
ISTANBUL																							
	GATWICK	FREEBIRD AIRLINES	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	A	62	0	0	21.0	30.6	30.6	14.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	THY TURKISH AIRLINES	S	D	62	0	0	0.0	17.7	45.2	25.8	11.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	15.4	38.5	25.0	11.5	7.7	1.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	30.8	50.0	11.5	1.9	5.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	HEATHROW	THY TURKISH AIRLINES	S	A	164	0	0	25.6	34.1	22.6	13.4	2.4	1.2	0.6	0.0	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	THY TURKISH AIRLINES	S	D	164	0	0	4.9	43.9	37.2	9.1	3.0	1.8	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	STANSTED	ATLASJET INTERNATIONAL	S	A	31	0	0	19.4	32.3	25.8	12.9	3.2	3.2	0.0	0.0	3.2	0.0	0.0	24	0.0	0	0	
	STANSTED	ATLASJET INTERNATIONAL	S	D	31	0	0	0.0	22.6	35.5	22.6	9.7	6.5	0.0	0.0	3.2	0.0	0.0	30	0.0	0	0	
<b>TOTAL ISTANBUL</b>					<b>619</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>34.1</b>	<b>32.8</b>	<b>13.9</b>	<b>4.4</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISTANBUL (SABIHA GOKCEN)																							
	GATWICK	THY TURKISH AIRLINES	S	A	22	0	0	22.7	36.4	36.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	63.6	15	22	
	GATWICK	THY TURKISH AIRLINES	S	D	22	0	0	0.0	54.5	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	17	22	
	STANSTED	PEGASUS AIRLINES	S	A	102	0	0	6.9	29.4	35.3	19.6	7.8	1.0	0.0	0.0	0.0	0.0	0.0	11	44.8	21	96	
	STANSTED	PEGASUS AIRLINES	S	D	97	0	0	0.0	18.6	50.5	14.4	14.4	2.1	0.0	0.0	0.0	0.0	0.0	13	37.9	28	95	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>243</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>28.0</b>	<b>41.2</b>	<b>15.2</b>	<b>9.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>44.3</b>	<b>23</b>	<b>235</b>	
ISTANBUL ATATURK																							
	BIRMINGHAM	THY TURKISH AIRLINES	S	A	43	0	0	16.3	48.8	18.6	14.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6	54.5	15	44	
	BIRMINGHAM	THY TURKISH AIRLINES	S	D	43	0	0	0.0	27.9	48.8	18.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	9	52.3	22	44	
	EDINBURGH	THY TURKISH AIRLINES	S	A	22	0	0	4.5	36.4	22.7	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	13	22	
	EDINBURGH	THY TURKISH AIRLINES	S	D	22	0	0	0.0	13.6	40.9	13.6	27.3	4.5	0.0	0.0	0.0	0.0	0.0	22	54.5	25	22	
	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	71.0	11	62	
	GATWICK	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.6	12	62	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.9	21	51
	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	94.2	4	52
	HEATHROW	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	51.5	20	163
	HEATHROW	THY TURKISH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.7	14	163
	STANSTED	ATLASJET 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	71.9	11	32
	STANSTED	ATLASJET INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	32
	MANCHESTER	THY TURKISH AIRLINES	S	A	61	0	0	6.6	37.7	31.1	19.7	3.3	1.6	0.0	0.0	0.0	0.0	0.0	10	54.8	17	62
	MANCHESTER	THY TURKISH AIRLINES	S	D	62	0	1	0.0	7.9	38.1	23.8	19.0	7.9	0.0	1.6	0.0	0.0	1.6	26	29.0	31	62
<b>TOTAL ISTANBUL ATATURK IVALO</b>					<b>253</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>28.3</b>	<b>33.9</b>	<b>19.3</b>	<b>10.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>60.9</b>	<b>17</b>	<b>873</b>
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	GATWICK	EASYJET UK 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
	GATWICK	FINNAIR	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	50.0	93	8
	GATWICK	FINNAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	129	8
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL IVALO</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>23.8</b>	<b>47.6</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>99</b>	<b>18</b>
<b>IZMIR (ADNAN MENDERES)</b>																						
	STANSTED	PEGASUS AIRLINES	S	A	16	0	0	12.5	18.8	31.3	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	46.2	21	13
	STANSTED	PEGASUS AIRLINES	S	D	16	0	0	0.0	25.0	25.0	18.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	25	46.2	26	13
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>28.1</b>	<b>15.6</b>	<b>15.6</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>46.2</b>	<b>24</b>	<b>26</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: J							PERCENTAGE OF FLIGHTS LATE										JAN 2018		
				NUMBER OF FLIGHTS																			
				C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	14	0	0	0.0	0.0	14.3	7.1	57.1	21.4	0.0	0.0	0.0	0.0	0.0	47	30.8	30	13
		HEATHROW	GARUDA INDONESIA	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	69.2	17	13
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.1</b>	<b>13.0</b>	<b>43.5</b>	<b>17.4</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>50.0</b>	<b>23</b>	<b>26</b>
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	32.0	40.0	16.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	5	69.2	11	26	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	34.6	53.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	6	100.0	1	25	
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	6.5	16.1	35.5	19.4	22.6	0.0	0.0	0.0	0.0	0.0	15	32.3	30	31	
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	45.2	25.8	22.6	3.2	3.2	0.0	0.0	0.0	0.0	10	77.4	11	31	
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	28	0	1	0.0	3.4	20.7	31.0	24.1	17.2	0.0	0.0	0.0	0.0	3.4	34	27.3	34	22
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	23	0	0	4.3	43.5	26.1	21.7	0.0	4.3	0.0	0.0	0.0	0.0	8	77.3	11	22	
<b>TOTAL JEDDAH</b>						<b>164</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>29.7</b>	<b>29.7</b>	<b>18.2</b>	<b>10.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>63.7</b>	<b>16</b>	<b>157</b>
JEREZ		STANSTED	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	17	9	
		STANSTED	RYANAIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	9	
<b>TOTAL JEREZ</b>						<b>16</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>5</b>	<b>72.2</b>	<b>12</b>	<b>18</b>	
JERSEY		BIRMINGHAM	FLYBE LTD	S	A	27	0	0	3.7	44.4	37.0	11.1	3.7	0.0	0.0	0.0	0.0	0.0	6	80.8	9	26	
		BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	16.1	74.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	7	92.3	12	26	
		BRISTOL	BLUE ISLANDS LIMITED	S	A	24	0	0	0.0	62.5	29.2	0.0	4.2	4.2	0.0	0.0	0.0	0.0	7	0.0	0	0	
		BRISTOL	BLUE ISLANDS LIMITED	S	D	17	0	0	5.9	70.6	11.8	0.0	5.9	5.9	0.0	0.0	0.0	0.0	8	0.0	0	0	
		BRISTOL	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	92.3	3	26	
		BRISTOL	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	92.3	3	26	
		CARDIFF WALES	FLYBE LTD	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	5	57.1	19	12	
		CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	92.9	0	13	
		DONCASTER SHEFFIELD	FLYBE LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		DONCASTER SHEFFIELD	FLYBE LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	14	0	0	7.1	71.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	95.7	1	22	
		EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	10	90.9	9	22	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EXETER	FLYBE LTD	S	A	27	0	0	7.4	51.9	22.2	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	74.1	10	27	
	EXETER	FLYBE LTD	S	D	20	1	0	0.0	28.6	47.6	9.5	9.5	0.0	0.0	0.0	0.0	4.8	0.0	7	92.3	8	26	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	23	10	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	10	
	GLASGOW	EASYJET UK LTD	S	A	10	0	0	20.0	60.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	D	10	0	0	0.0	80.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	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	90.9	14	22	
	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	95.5	4	22	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	40	0	0	25.0	57.5	12.5	0.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	40	0	0	0.0	72.5	20.0	5.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	151	0	0	42.4	45.0	7.9	2.0	2.0	0.0	0.0	0.7	0.0	0.0	0.0	3	91.9	6	145	
	GATWICK	BRITISH AIRWAYS PLC	S	D	151	0	0	0.7	73.5	19.2	4.0	0.0	2.0	0.0	0.7	0.0	0.0	0.0	5	97.3	1	145	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	77	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	8	77	
	GATWICK	EASYJET UK LTD	S	A	76	0	0	50.0	30.3	15.8	1.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	76	0	0	3.9	61.8	25.0	7.9	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LONDON CITY	FLYBE LTD	S	A	47	0	1	31.3	47.9	14.6	2.1	0.0	2.1	0.0	0.0	0.0	0.0	2.1	4	72.9	19	48	
	LONDON CITY	FLYBE LTD	S	D	47	0	1	0.0	37.5	45.8	12.5	0.0	2.1	0.0	0.0	0.0	0.0	2.1	8	66.7	24	48	
	MANCHESTER	FLYBE LTD	S	A	19	0	0	0.0	36.8	52.6	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	14	14	
	MANCHESTER	FLYBE LTD	S	D	19	0	0	0.0	31.6	63.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	9	14	
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2	
	SOUTHAMPTON	FLYBE LTD	S	A	120	0	2	4.9	53.3	24.6	6.6	4.9	3.3	0.8	0.0	0.0	0.0	1.6	9	71.8	16	138	
	SOUTHAMPTON	FLYBE LTD	S	D	121	0	5	1.6	46.0	35.7	4.8	3.2	4.8	0.0	0.0	0.0	0.0	4.0	8	72.7	16	136	
<b>TOTAL JERSEY</b>					<b>1123</b>	<b>1</b>	<b>9</b>	<b>12.9</b>	<b>51.4</b>	<b>25.3</b>	<b>4.9</b>	<b>2.5</b>	<b>1.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.8</b>	<b>6</b>	<b>83.1</b>	<b>10</b>	<b>1136</b>	
JOHANNESBURG																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	0	26.6	35.4	25.3	7.6	3.8	0.0	1.3	0.0	0.0	0.0	0.0	7	93.7	3	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	0.0	35.4	36.7	11.4	5.1	11.4	0.0	0.0	0.0	0.0	0.0	16	75.8	13	62	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	0.0	12.9	35.5	32.3	16.1	0.0	3.2	0.0	0.0	0.0	0.0	22	64.2	17	53	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	0.0	61.3	29.0	3.2	3.2	0.0	0.0	3.2	0.0	0.0	0.0	11	92.5	2	53	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	14.5	38.7	27.4	11.3	8.1	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	51.6	37.1	6.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	90.3	2	31
<b>TOTAL JOHANNESBURG</b>					<b>344</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.2</b>	<b>31.7</b>	<b>10.8</b>	<b>5.8</b>	<b>2.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.6</b>	<b>8</b>	<b>292</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: K																	JAN 2018				
		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	
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	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	39	11.1	43	9
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	33.3	44.4	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	19	100.0	3	9
<b>TOTAL KARACHI</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>5.6</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>29</b>	<b>55.6</b>	<b>23</b>	<b>18</b>
KARLSRUHE/BADEN BADEN		BRISTOL	ENTER 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	7	0.0	0	0
		BRISTOL	ENTER AIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		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	75.0	30	8	
		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	50.0	35	8	
		STANSTED	RYANAIR	S	A	32	0	0	3.1	34.4	37.5	6.3	12.5	3.1	0.0	3.1	0.0	0.0	0.0	20	80.0	9	40
		STANSTED	RYANAIR	S	D	32	0	0	0.0	15.6	56.3	15.6	3.1	6.3	0.0	3.1	0.0	0.0	0.0	20	82.5	7	40
<b>TOTAL KARLSRUHE/BADEN BADEN</b>						<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>25.8</b>	<b>47.0</b>	<b>10.6</b>	<b>7.6</b>	<b>4.5</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>78.1</b>	<b>12</b>	<b>96</b>
KARUP		SOUTHEND	DANISH AIR TRANSPORT	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
		SOUTHEND	DANISH AIR TRANSPORT	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL KARUP</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KATOWICE		BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	16	8
		BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	62.5	19	8
		BRISTOL	WIZZ AIR	S	A	10	0	0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	9
		BRISTOL	WIZZ AIR	S	D	10	0	0	0.0	50.0	10.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	19	77.8	10	9
		DONCASTER SHEFFIELD	WIZZ AIR	S	A	18	0	0	16.7	22.2	27.8	16.7	11.1	0.0	0.0	5.6	0.0	0.0	0.0	20	87.5	11	16
		DONCASTER SHEFFIELD	WIZZ AIR	S	D	18	0	0	5.6	22.2	38.9	16.7	11.1	0.0	0.0	5.6	0.0	0.0	0.0	20	87.5	12	16
		EDINBURGH	RYANAIR	S	A	8	0	0	12.5	12.5	12.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	31	77.8	17	9
		EDINBURGH	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	0.0	9	77.8	9	9
		GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	9	
		GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	9	
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	9	11
		LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	10	0	0	0.0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	11	11
		LUTON	WIZZ AIR	S	A	79	0	0	20.3	45.6	13.9	6.3	13.9	0.0	0.0	0.0	0.0	0.0	0.0	8	83.8	13	80
		LUTON	WIZZ AIR	S	D	79	0	0	0.0	49.4	27.8	10.1	11.4	1.3	0.0	0.0	0.0	0.0	0.0	10	72.5	18	80
		STANSTED	RYANAIR	S	A	32	0	0	3.1	25.0	25.0	18.8	21.9	3.1	3.1	0.0	0.0	0.0	0.0	21	64.7	14	34

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					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	D	32	0	0	0.0	15.6	62.5	18.8	0.0	0.0	3.1	0.0	0.0	0.0	0.0	13	76.5	9	34
<b>TOTAL KATOWICE</b>					<b>330</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>34.8</b>	<b>30.9</b>	<b>12.7</b>	<b>11.8</b>	<b>1.8</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>77.3</b>	<b>13</b>	<b>352</b>
KAUNAS																						
	BRISTOL	RYANAIR	S	A	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	37	80.0	11	10
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	10
	LUTON	RYANAIR	S	A	31	0	0	32.3	38.7	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.9	17	31
	LUTON	RYANAIR	S	D	31	0	0	0.0	29.0	41.9	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	9	77.4	9	31
	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	93.3	6	30
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.3	3	30
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	53.6	21.4	14.3	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0	7	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	42.9	50.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	STANSTED	RYANAIR	S	A	23	0	0	8.7	47.8	26.1	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	6	64.0	16	25
	STANSTED	RYANAIR	S	D	23	0	0	0.0	8.7	60.9	21.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	14	52.0	28	25
<b>TOTAL KAUNAS</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>31.9</b>	<b>34.1</b>	<b>12.1</b>	<b>5.5</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>12</b>	<b>192</b>
KAVALA																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	6	19
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	5	19
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	235	1
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	7	9
	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	80.0	3	9
<b>TOTAL KAVALA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.4</b>	<b>9</b>	<b>57</b>
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	88.9	6	9
	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	77.8	13	9
	ABERDEEN	ICELANDAIR	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
	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	77.8	21	9
	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	80.0	25	10
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	9
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 UK LTD	S A	8	0	0	0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	8	0	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	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	0	50.0	44	6		
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	0	50.0	23	6		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	33	9		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9		
BRISTOL	EASYJET UK LTD	S A	10	0	0	0	10.0	30.0	30.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	10	0	0	0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	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	0	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	2	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2		
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	52.2	24	23		
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	81.8	15	22		
EDINBURGH	EASYJET UK LTD	S A	20	0	0	0	10.0	25.0	20.0	30.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S D	20	0	0	0	0.0	15.0	50.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
EDINBURGH	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	0	77.8	8	18		
EDINBURGH	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	0	94.4	4	18		
GLASGOW	EASYJET UK LTD	S A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0		
GLASGOW	ICELANDAIR	S A	27	0	0	0	14.8	48.1	25.9	3.7	3.7	0.0	3.7	0.0	0.0	0.0	0.0	9	35.0	63	20		
GLASGOW	ICELANDAIR	S D	29	0	0	0	3.4	79.3	13.8	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3	75.0	28	20		
GLASGOW	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	0	100.0	0	1		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.5	14	40		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	7	40		
GATWICK	EASYJET UK LTD	S A	39	0	0	0	35.9	30.8	23.1	5.1	0.0	5.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	39	0	0	0	0.0	43.6	48.7	2.6	2.6	2.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	ICELANDAIR	S A	34	0	0	0	23.5	29.4	29.4	11.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	9	53.8	26	26		
GATWICK	ICELANDAIR	S D	34	0	0	0	2.9	38.2	32.4	8.8	14.7	2.9	0.0	0.0	0.0	0.0	0.0	14	76.9	16	26		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	48	13		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	34	13		
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	33.3	19	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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	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	88.9	7	9
GATWICK	WOW AIR	S	A	44	0	1	35.6	40.0	4.4	4.4	11.1	2.2	0.0	0.0	0.0	0.0	2.2	7	37.3	40	40
GATWICK	WOW AIR	S	D	44	0	0	2.3	65.9	15.9	4.5	9.1	2.3	0.0	0.0	0.0	0.0	0.0	8	39.7	35	39
HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	56.7	40.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	8	42
HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	46.7	40.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.3	2	43
HEATHROW	ICELANDAIR	S	A	62	0	0	46.8	32.3	9.7	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	66.1	24	56
HEATHROW	ICELANDAIR	S	D	62	0	0	0.0	54.8	33.9	9.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5	60.7	28	56
LONDON CITY	BA CITYFLYER LTD	S	A	9	0	0	22.2	44.4	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	29	62.5	18	7
LONDON CITY	BA CITYFLYER LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	25.0	26	7
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	87.1	8	62
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	95.2	4	62
LUTON	EASYJET UK LTD	S	A	61	0	0	26.2	34.4	16.4	18.0	1.6	1.6	1.6	0.0	0.0	0.0	0.0	10	0.0	0	0
LUTON	EASYJET UK LTD	S	D	62	0	0	1.6	35.5	51.6	6.5	3.2	0.0	1.6	0.0	0.0	0.0	0.0	7	0.0	0	0
LUTON	WIZZ AIR UK LTD	S	A	19	0	0	10.5	10.5	15.8	15.8	42.1	5.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
LUTON	WIZZ AIR UK LTD	S	D	19	0	0	0.0	26.3	26.3	15.8	31.6	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	12	13
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	13
STANSTED	EASYJET UK LTD	S	A	14	0	0	28.6	42.9	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
STANSTED	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.6	11	41
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	100.0	3	41
MANCHESTER	EASYJET UK LTD	S	A	42	0	0	26.2	42.9	14.3	7.1	4.8	2.4	0.0	2.4	0.0	0.0	0.0	14	0.0	0	0
MANCHESTER	EASYJET UK LTD	S	D	42	0	0	0.0	47.6	38.1	7.1	2.4	2.4	0.0	2.4	0.0	0.0	0.0	12	0.0	0	0
MANCHESTER	ICELANDAIR	S	A	28	0	0	53.6	32.1	7.1	0.0	3.6	3.6	0.0	0.0	0.0	0.0	0.0	6	67.7	37	31
MANCHESTER	ICELANDAIR	S	D	28	0	0	7.1	71.4	17.9	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	5	71.0	31	31
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	55.6	22.2	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	34	66.7	18	9
MANCHESTER	TUI AIRWAYS LTD	C	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	33	66.7	8	9
<b>TOTAL KEFLAVIK</b>				<b>938</b>	<b>0</b>	<b>1</b>	<b>16.0</b>	<b>41.5</b>	<b>25.6</b>	<b>8.5</b>	<b>5.1</b>	<b>2.3</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>70.8</b>	<b>18</b>	<b>989</b>
KERRY COUNTY																					
LUTON	RYANAIR	S	A	27	0	0	25.9	48.1	11.1	3.7	3.7	3.7	0.0	3.7	0.0	0.0	0.0	13	88.9	7	27
LUTON	RYANAIR	S	D	27	0	0	0.0	59.3	29.6	3.7	0.0	7.4	0.0	0.0	0.0	0.0	0.0	8	96.3	2	27
STANSTED	RYANAIR	S	A	23	0	0	17.4	47.8	26.1	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	4	63.2	15	19

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: K																			JAN 2018		
		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	23	0	0	0.0	34.8	56.5	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	6	84.2	5	19	
<b>TOTAL KERRY COUNTY</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>48.0</b>	<b>30.0</b>	<b>2.0</b>	<b>5.0</b>	<b>3.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>84.8</b>	<b>7</b>	<b>92</b>	
KHARKOV OSNOVA INTL																							
	LUTON	WIZZ AIR UK LTD	S	A	11	0	0	18.2	36.4	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LUTON	WIZZ AIR UK 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	
<b>TOTAL KHARKOV OSNOVA INTL</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>45.5</b>	<b>40.9</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KIEV (BORISPOL)																							
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	60	0	0	3.3	10.0	40.0	23.3	13.3	10.0	0.0	0.0	0.0	0.0	0.0	22	36.7	30	49	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	61	0	0	0.0	18.0	36.1	6.6	27.9	9.8	1.6	0.0	0.0	0.0	0.0	25	47.9	28	48	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	34.6	34.6	26.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	61.5	26.9	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	31	
	STANSTED	RYANAIR	S	A	23	0	0	4.3	13.0	30.4	26.1	21.7	4.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	8.7	78.3	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>					<b>219</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>21.5</b>	<b>38.8</b>	<b>12.8</b>	<b>15.1</b>	<b>5.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.0</b>	<b>20</b>	<b>159</b>	
KIEV (ZHULYANY)																							
	LUTON	WIZZ AIR	S	A	14	0	0	21.4	42.9	7.1	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	13	75.0	14	16	
	LUTON	WIZZ AIR	S	D	14	0	0	0.0	35.7	28.6	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	17	56.3	22	16	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>65.6</b>	<b>18</b>	<b>32</b>	
KIGALI																							
	GATWICK	RWANDAIR EXPRESS	S	A	16	0	0	43.8	31.3	0.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	15	13	
	GATWICK	RWANDAIR EXPRESS	S	D	16	0	0	0.0	56.3	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	53.8	22	13	
<b>TOTAL KIGALI</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>43.8</b>	<b>12.5</b>	<b>15.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>61.5</b>	<b>19</b>	<b>26</b>	
KINGSTON																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	0.0	7.1	14.3	35.7	21.4	21.4	0.0	0.0	0.0	0.0	0.0	34	61.5	29	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	57.1	26	14	
<b>TOTAL KINGSTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>25.9</b>	<b>25.9</b>	<b>18.5</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>59.3</b>	<b>27</b>	<b>27</b>	
KIRKWALL																							
	ABERDEEN	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	
	ABERDEEN	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	
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	17	58	
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.1	12	61	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	ABERDEEN	LOGANAIR LTD	S	A	68	0	3	29.6	28.2	19.7	7.0	5.6	4.2	1.4	0.0	0.0	0.0	4.2	13	74.7	29	73	
	ABERDEEN	LOGANAIR LTD	S	D	71	0	3	4.1	48.6	25.7	4.1	6.8	6.8	0.0	0.0	0.0	0.0	4.1	11	86.3	10	77	
	EDINBURGH	LOGANAIR LTD	S	A	59	0	1	23.3	43.3	13.3	6.7	1.7	5.0	3.3	1.7	0.0	0.0	1.7	17	71.9	23	55	
	EDINBURGH	LOGANAIR LTD	S	D	59	0	2	0.0	42.6	36.1	6.6	4.9	4.9	0.0	1.6	0.0	0.0	3.3	15	79.3	19	56	
	GLASGOW	LOGANAIR LTD	S	A	26	0	1	18.5	40.7	18.5	3.7	3.7	7.4	3.7	0.0	0.0	0.0	3.7	18	54.3	21	28	
	GLASGOW	LOGANAIR LTD	S	D	27	0	0	0.0	51.9	29.6	0.0	7.4	7.4	3.7	0.0	0.0	0.0	0.0	15	71.0	15	30	
<b>TOTAL KIRKWALL</b>					<b>310</b>	<b>0</b>	<b>10</b>	<b>13.4</b>	<b>41.6</b>	<b>23.8</b>	<b>5.3</b>	<b>5.0</b>	<b>5.6</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>73.0</b>	<b>18</b>	<b>440</b>	
KIRUNA																							
	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	43	1	
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	SAS	C	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3	
	HEATHROW	SAS	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	2	
<b>TOTAL KIRUNA</b>					<b>5</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>71.4</b>	<b>10</b>	<b>7</b>	
KITTLA																							
	BRISTOL	EASYJET AIRLINE COMPANY LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	4	
	BRISTOL	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	100.0	0	4	
	BRISTOL	EASYJET UK LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	BRISTOL	EASYJET UK 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	
	GATWICK	EASYJET AIRLINE COMPANY 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	47	4	
	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	75.0	24	4	
	GATWICK	EASYJET UK LTD	C	A	3	0	0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GATWICK	EASYJET UK LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	FINNAIR	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	3	80.0	15	5	
	GATWICK	FINNAIR	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	80.0	16	5	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	19	5	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	4	
	MANCHESTER	JET2.COM 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	7	0.0	60	5	
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KITTLA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>14.0</b>	<b>27.9</b>	<b>37.2</b>	<b>9.3</b>	<b>7.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>60.0</b>	<b>23</b>	<b>45</b>	
KLAGENFURT																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	GATWICK	EASYJET UK LTD	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	D	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	4	0.0	0	0	
<b>TOTAL KLAGENFURT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
KOSICE																							
	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	80.0	10	10		
	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	70.0	12	10		
	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	90.3	5	31		
	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	74.2	10	31		
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	42.9	35.7	14.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0	5	0.0	0	0		
	LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	50.0	32.1	10.7	3.6	3.6	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL KOSICE</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>23.2</b>	<b>7.1</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.5</b>	<b>8</b>	<b>82</b>		
KRABI																							
	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	33.3	30	3		
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3		
<b>TOTAL KRABI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>17</b>	<b>6</b>		
KRAKOW																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	9	13		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	14	0	0	0.0	50.0	21.4	0.0	14.3	0.0	0.0	14.3	0.0	0.0	43	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	14	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	BELFAST INTERNATIONAL	RYANAIR	S	A	14	0	0	0.0	7.1	78.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	8	61.5	16	13		
	BELFAST INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	24	23.1	46	13		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5	50.0	9	2		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2		
	BIRMINGHAM	RYANAIR	S	A	11	0	0	0.0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	6	83.3	7	12		
	BIRMINGHAM	RYANAIR	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	3	91.7	4	12		
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	12.5	25.0	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	22	66.7	9	9		
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9		
	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	68.4	17	19		
	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	84.2	11	19		
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	0.0	10.5	47.4	21.1	10.5	0.0	0.0	5.3	5.3	0.0	52	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	19	1	0	0.0	60.0	20.0	10.0	5.0	0.0	0.0	0.0	5.0	0.0	5	0.0	0	0		
	BRISTOL	RYANAIR	S	A	17	0	0	0.0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	19	46.7	23	15		

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 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									
	BRISTOL	RYANAIR	S	D	17	0	0	5.9	58.8	29.4	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	73.3	19	15	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	16	0	0	0.0	37.5	25.0	18.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	21	57.1	37	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	16	0	0	0.0	37.5	43.8	0.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	78.6	9	14	
	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	81.8	8	11	
	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	90.9	4	11	
	EDINBURGH	EASYJET UK LTD	S	A	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	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	22	0	0	4.5	36.4	22.7	13.6	18.2	4.5	0.0	0.0	0.0	0.0	0.0	16	68.8	21	16	
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	31.8	50.0	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	16	
	GLASGOW	RYANAIR	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	12	33.3	37	9	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	33.3	48	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	S	A	19	0	1	5.0	40.0	15.0	10.0	20.0	5.0	0.0	0.0	0.0	0.0	5.0	15	64.7	9	16	
	LEEDS BRADFORD	RYANAIR	S	D	19	0	0	0.0	36.8	47.4	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	5	16	
	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	84.6	34	13	
	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	84.6	9	13	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	12	0	0	8.3	41.7	33.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	13	0	0	0.0	84.6	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	15	0	0	13.3	26.7	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	11	15	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	15	0	0	0.0	26.7	60.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	8	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	8	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.5	2	40	
	GATWICK	EASYJET UK LTD	S	A	40	0	0	17.5	20.0	25.0	20.0	10.0	7.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	40	0	0	0.0	47.5	40.0	7.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	30.4	34.8	26.1	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	77.3	13	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	60.9	26.1	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3	81.8	11	22	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	LUTON	EASYJET UK LTD	S	A	18	0	0	5.6	33.3	27.8	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	18	0	0	0.0	44.4	22.2	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	84	0	0	1.2	14.3	44.0	20.2	16.7	3.6	0.0	0.0	0.0	0.0	0.0	16	46.5	34	86
	STANSTED	RYANAIR	S	D	85	0	0	0.0	16.5	50.6	16.5	14.1	2.4	0.0	0.0	0.0	0.0	0.0	14	60.5	21	86
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	8	13
	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	92.3	5	13
	MANCHESTER	EASYJET UK LTD	S	A	17	0	0	0.0	17.6	29.4	29.4	11.8	5.9	5.9	0.0	0.0	0.0	0.0	26	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	16	0	0	0.0	37.5	43.8	0.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	18.2	18.2	54.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2
	MANCHESTER	RYANAIR	S	A	22	0	0	9.1	31.8	22.7	13.6	9.1	13.6	0.0	0.0	0.0	0.0	0.0	20	45.0	25	20
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	4.5	45.5	9.1	22.7	18.2	0.0	0.0	0.0	0.0	0.0	29	45.0	32	20
	NEWCASTLE	JET2.COM LTD	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	17	100.0	6	2
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	2
<b>TOTAL KRAKOW</b>					<b>845</b>	<b>1</b>	<b>1</b>	<b>3.4</b>	<b>31.5</b>	<b>37.8</b>	<b>12.8</b>	<b>10.3</b>	<b>3.4</b>	<b>0.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>14</b>	<b>69.1</b>	<b>17</b>	<b>723</b>
KRISTIANSAND (KJEVIK)																						
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	A	17	0	0	23.5	52.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	STANSTED	WIDEROE FLYVESELSKAP A/S	S	D	17	0	0	0.0	64.7	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>58.8</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KUALA LUMPUR (SEPANG)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	38.7	38.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	54.8	16.1	6.5	0.0	3.2	0.0	0.0	0.0	0.0	16	87.1	12	31
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	0	11.3	27.4	30.6	16.1	6.5	4.8	1.6	1.6	0.0	0.0	0.0	17	62.9	19	62
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	0	1.6	50.0	41.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	91.9	4	62
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>35.5</b>	<b>39.8</b>	<b>11.8</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.6</b>	<b>11</b>	<b>186</b>
KUTAISI																						
	LUTON	WIZZ AIR	S	A	6	0	0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	8
	LUTON	WIZZ AIR	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	32	8
<b>TOTAL KUTAISI</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>50.0</b>	<b>27</b>	<b>16</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KUUSAMO																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	21	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	100.0	2	4	
	MANCHESTER	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	39	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	3	75.0	20	4	
<b>TOTAL KUUSAMO</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>54.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.6</b>	<b>21</b>	<b>17</b>	
KUWAIT																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	32.3	29.0	0.0	0.0	0.0	0.0	6.5	3.2	0.0	0.0	51	93.3	40	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	67.7	6.5	12.9	0.0	0.0	0.0	3.2	0.0	0.0	45	80.0	10	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	44	0	0	11.4	27.3	25.0	13.6	15.9	4.5	0.0	2.3	0.0	0.0	0.0	20	27.3	43	44	
	HEATHROW	KUWAIT AIRWAYS	S	D	44	0	0	0.0	9.1	40.9	15.9	20.5	11.4	0.0	2.3	0.0	0.0	0.0	29	43.2	41	44	
<b>TOTAL KUWAIT</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>19.3</b>	<b>39.3</b>	<b>10.0</b>	<b>13.3</b>	<b>4.7</b>	<b>0.0</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>56.1</b>	<b>35</b>	<b>148</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: L																	JAN 2018			
		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		BELFAST INTERNATIONAL	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	1
		BELFAST INTERNATIONAL	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	44	1
		STANSTED	RYANAIR	S	A	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	20	87.5	10	8
		STANSTED	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	19	87.5	10	8
		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	1	0.0	200	1
		SOUTHAMPTON	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL LA ROCHELLE</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.9</b>	<b>21</b>	<b>19</b>
LA ROMANA		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	25.0	23	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	60.0	21	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	75.0	64	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	80.0	36	5
		MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	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	60.0	21	5
<b>TOTAL LA ROMANA</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>59.3</b>	<b>30</b>	<b>27</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	67	15
		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	53.3	27	15
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	22.6	45.2	19.4	12.9	0.0	0.0	0.0	0.0	0.0	12	93.5	3	31
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	48.4	25.8	12.9	9.7	0.0	0.0	0.0	0.0	24	67.7	12	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	29.0	41.9	25.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	31	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	35.5	19.4	3.2	3.2	0.0	0.0	0.0	0.0	11	83.9	36	31
<b>TOTAL LAGOS</b>						<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>26.6</b>	<b>38.7</b>	<b>16.9</b>	<b>7.3</b>	<b>3.2</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>26</b>	<b>154</b>
LAHORE		HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	0.0	21.4	21.4	14.3	35.7	7.1	0.0	0.0	0.0	0.0	27	53.8	25	13
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	0.0	0.0	61.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	16	61.5	17	13
		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0.0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	23	11.1	37	9
		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	54	0.0	41	9
<b>TOTAL LAHORE</b>						<b>45</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>33.3</b>	<b>28.9</b>	<b>20.0</b>	<b>8.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>36.4</b>	<b>28</b>	<b>44</b>
LAMETIA-TERME		STANSTED	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	63.6	12	11

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	11
<b>TOTAL LAMETIA-TERME</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.8</b>	<b>8</b>	<b>22</b>
LANGKAWI																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	GATWICK	TUI 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	36	0.0	0	0
	GATWICK	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	9	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL LANGKAWI</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>41.2</b>	<b>23.5</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LARNACA																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	15.4	23.1	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	69.2	15	13
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	15.4	23.1	15.4	38.5	0.0	7.7	0.0	0.0	0.0	0.0	32	30.8	32	13
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	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	55.6	20	9
	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	77.8	13	9
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	8	0	0	12.5	12.5	50.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	37	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	GATWICK	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	77.8	9	27
	GATWICK	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	81.5	9	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	16	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.0	18	20
	GATWICK	EASYJET UK LTD	S	A	19	0	0	10.5	36.8	31.6	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	10.5	63.2	15.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	40	0	0	7.5	30.0	35.0	22.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	10	80.0	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	40	0	0	0.0	30.0	52.5	15.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	7	77.4	19	31
	LUTON	BLUE AIR TRANSPORT AERIAN	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	69.2	10	13

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BLUE AIR TRANSPORT AERIAN	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	17	53.8	21	13
	LUTON	CYPRUS AIRWAYS	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	CYPRUS AIRWAYS	S	D	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	18	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	A	27	0	0	3.7	40.7	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	42.9	46.4	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	STANSTED	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	72.7	9	22
	STANSTED	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	77.3	8	22
	STANSTED	JET2.COM LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	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	66.7	9	9
	MANCHESTER	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	77.8	10	9
<b>TOTAL LARNACA</b>					<b>272</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>29.8</b>	<b>39.7</b>	<b>13.6</b>	<b>7.0</b>	<b>2.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>71.4</b>	<b>13</b>	<b>287</b>
LAS PALMAS																						
	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	1	75.0	16	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	10.0	20.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	8	10
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	6	10
	BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	37.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	66.7	18	9
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	70.0	141	10
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	90.9	5	11
	BOURNEMOUTH	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	5	80.0	23	5
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	23	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	44.4	16	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9
	BRISTOL	EASYJET UK 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	6	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	RYANAIR	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	7	4
	BRISTOL	RYANAIR	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	81	66.7	101	6
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	85	83.3	68	6
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	4
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE 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 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	20.0	22	5			
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	0	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	8	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9			
EAST MIDLANDS INTERNATIONAL	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	75.0	7	4			
EAST MIDLANDS INTERNATIONAL	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	0	100.0	5	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	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	10	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	8	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5			
EDINBURGH	JET2.COM LTD	S A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8			
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8			
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	0.0	8	55.6	15	9			
EDINBURGH	RYANAIR	S D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9			
EDINBURGH	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	6	33.3	57	3			
EDINBURGH	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	7	2			
EXETER	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	80.0	12	5			
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	5			
GLASGOW	JET2.COM LTD	S A	14	0	0	21.4	14.3	21.4	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	58.3	13	12			
GLASGOW	JET2.COM LTD	S D	14	0	0	0.0	71.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	5	12			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	16	6			
GLASGOW	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	3	100.0	0	6			
GLASGOW	TUI AIRWAYS LTD	C A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	12	5			
GLASGOW	TUI AIRWAYS LTD	C D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5			
LEEDS BRADFORD	JET2.COM LTD	S A	10	0	0	0.0	20.0	30.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20	55.6	14	8			
LEEDS BRADFORD	JET2.COM LTD	S D	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	12	9			
LEEDS BRADFORD	RYANAIR	S A	8	0	1	0.0	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11	75.0	12	8			
LEEDS BRADFORD	RYANAIR	S D	8	0	1	0.0	11.1	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	11.1	29	75.0	14	8			
LIVERPOOL (JOHN LENNON)	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	17	100.0	0	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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				
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	10	28
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	4	28
GATWICK	EASYJET UK LTD	S	A	28	0	0	17.9	42.9	25.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
GATWICK	EASYJET UK LTD	S	D	28	0	0	0.0	57.1	35.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	55.6	16	9
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	66.7	9	9
GATWICK	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	5
GATWICK	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	9	100.0	3	5
GATWICK	TUI AIRWAYS LTD	C	A	17	0	0	5.9	17.6	47.1	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	64.3	17	14
GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	23.5	52.9	5.9	0.0	17.6	0.0	0.0	0.0	0.0	0.0	17	92.9	6	14
HEATHROW	BRITISH AIRWAYS PLC	S	A	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	26	4
HEATHROW	BRITISH AIRWAYS PLC	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	100.0	2	4
LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	60.0	46	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	83.3	25	6
STANSTED	JET2.COM LTD	S	A	14	0	0	0.0	42.9	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	53.8	34	13
STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	78.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	13
STANSTED	RYANAIR	S	A	28	0	0	10.7	50.0	21.4	3.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	11	28
STANSTED	RYANAIR	S	D	28	0	0	0.0	14.3	67.9	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	11	28
STANSTED	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	9	20.0	42	5
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	9	9
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	88.9	8	9
MANCHESTER	EASYJET UK LTD	S	A	9	0	0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
MANCHESTER	EASYJET UK 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	0.0	0	0
MANCHESTER	JET2.COM LTD	S	A	19	0	0	15.8	26.3	21.1	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	19	88.9	3	17
MANCHESTER	JET2.COM LTD	S	D	19	0	0	0.0	21.1	68.4	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	11	100.0	1	17
MANCHESTER	RYANAIR	S	A	13	0	0	7.7	23.1	53.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	54.5	17	11
MANCHESTER	RYANAIR	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	15	45.5	21	11
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	1	11.1	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	14	100.0	6	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	80.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	2	9									
MANCHESTER	TUI AIRWAYS LTD	C	A	17	0	0	5.9	17.6	23.5	17.6	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	31	64.7	20	17									
MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	64.7	5.9	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	19	88.2	6	17									
NEWCASTLE	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1										
NEWCASTLE	JET2.COM 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	0.0	14	100.0	2	8									
NEWCASTLE	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	87.5	8	8									
NEWCASTLE	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	0.0	11	40.0	16	5									
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	11	5									
<b>TOTAL LAS PALMAS</b>				<b>685</b>	<b>0</b>	<b>3</b>	<b>4.8</b>	<b>35.3</b>	<b>40.7</b>	<b>9.9</b>	<b>5.5</b>	<b>2.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>78.4</b>	<b>13</b>	<b>682</b>										
LAS VEGAS																															
GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	14.3	21.4	28.6	7.1	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0									
GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	15.4	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	26	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	66.7	11	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	66.7	20	9										
GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	47.1	11.8	23.5	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0									
GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0									
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	18	0	0	33.3	22.2	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	95.0	3	20									
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	0.0	11.8	52.9	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	84.2	7	19									
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	41.9	22.6	6.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9	81.3	12	48									
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	38.7	12.9	25.8	3.2	0.0	3.2	0.0	0.0	0.0	0.0	27	52.0	27	50									
HEATHROW	VIRGIN ATLANTIC AIRWAYS 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	0.0	0.0	8	100.0	0	2									
HEATHROW	VIRGIN ATLANTIC 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	11	2									
<b>TOTAL LAS VEGAS</b>				<b>166</b>	<b>0</b>	<b>0</b>	<b>15.7</b>	<b>24.1</b>	<b>32.5</b>	<b>12.7</b>	<b>10.2</b>	<b>3.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.0</b>	<b>15</b>	<b>159</b>										
LEEDS BRADFORD																															
ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.8	32	13										
ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	39.1	16	14										
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	94	0	1	20.0	50.5	17.9	5.3	3.2	2.1	0.0	0.0	0.0	0.0	1.1	5	83.5	7	105										
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	94	0	0	0.0	47.9	44.7	3.2	2.1	1.1	1.1	0.0	0.0	0.0	0.0	6	89.0	6	107										
BOURNEMOUTH	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0										
CARDIFF WALES	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CARDIFF WALES	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	20.5	56.8	20.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	83.1	6	56					
HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	63.6	31.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	4	56					
SOUTHAMPTON	EASTERN AIRWAYS	S	A	1	0	46	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	0	0.0	0	0						
SOUTHAMPTON	EASTERN AIRWAYS	S	D	1	0	46	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.9	0	0.0	0	0						
SOUTHAMPTON	FLYBE LTD	S	A	44	0	1	8.9	46.7	33.3	2.2	2.2	2.2	2.2	0.0	0.0	0.0	2.2	10	58.5	18	29						
SOUTHAMPTON	FLYBE LTD	S	D	44	0	1	2.2	64.4	22.2	0.0	4.4	2.2	0.0	2.2	0.0	0.0	2.2	12	43.2	16	24						
<b>TOTAL LEEDS BRADFORD</b>				<b>369</b>	<b>0</b>	<b>95</b>	<b>7.3</b>	<b>42.5</b>	<b>23.5</b>	<b>2.2</b>	<b>2.2</b>	<b>1.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>20.5</b>	<b>6</b>	<b>74.7</b>	<b>9</b>	<b>404</b>						
LEIPZIG																											
STANSTED	RYANAIR	S	A	13	0	0	0.0	38.5	38.5	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	14	85.7	4	14					
STANSTED	RYANAIR	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	0.0	14	92.9	4	14					
<b>TOTAL LEIPZIG</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>89.3</b>	<b>4</b>	<b>28</b>						
LIBERIA																											
GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	40.0	0.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	5	4					
GATWICK	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	21	60.0	23	5					
<b>TOTAL LIBERIA</b>				<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</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>20</b>	<b>66.7</b>	<b>15</b>	<b>9</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	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>						
LIEIDA																											
BIRMINGHAM	FLYBE LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	107	0.0	0	0					
BIRMINGHAM	FLYBE LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0					
BRISTOL	FLYBE LTD	C	A	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	74	0.0	0	0					
BRISTOL	FLYBE LTD	C	D	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	84	0.0	0	0					
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4					
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	0.0	0	100.0	11	1					
GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0					
GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
GATWICK	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	5					
GATWICK	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5					
STANSTED	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	19	5					
STANSTED	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5					
STANSTED	JET2.COM LTD	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	37	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	0.0	0	100.0	0	5
<b>TOTAL LIEIDA</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>13.3</b>	<b>23.3</b>	<b>13.3</b>	<b>26.7</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>37</b>	<b>60.0</b>	<b>17</b>	<b>35</b>
LIMOGES																						
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BRISTOL	RYANAIR	S	D	9	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	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	11	0	0	0.0	27.3	45.5	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9
	STANSTED	RYANAIR	S	A	16	0	0	0.0	50.0	25.0	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	13	61.1	19	18
	STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	20	18
	MANCHESTER	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	33.3	25	9
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	88.9	9	9
	SOUTHAMPTON	FLYBE LTD	S	A	2	0	1	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	62	100.0	13	1
	SOUTHAMPTON	FLYBE LTD	S	D	2	0	1	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	68	100.0	0	1
<b>TOTAL LIMOGES</b>					<b>95</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.1</b>	<b>34.0</b>	<b>11.3</b>	<b>8.2</b>	<b>4.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.6</b>	<b>15</b>	<b>74</b>
LINZ																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	195	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	88	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	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	148	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	215	0.0	0	0
	LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	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	18	10
	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	60.0	13	10
	STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	196	0.0	0	0
	STANSTED	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LINZ</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>94</b>	<b>55.0</b>	<b>16</b>	<b>20</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018					
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LISBON																							
	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	81.8	19	11	
	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	72.7	19	11	
	BRISTOL	EASYJET UK LTD	S	A	20	0	0	0.0	30.0	25.0	15.0	15.0	10.0	0.0	5.0	0.0	0.0	0.0	30	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	0.0	60.0	15.0	10.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	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	77.8	6	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	88.9	5	9	
	EDINBURGH	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	20.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	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	30	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	14	9	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	24	9	
	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	3	9	
	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	88.9	3	9	
	GATWICK	AIR PORTUGAL	S	A	48	0	0	0.0	29.2	37.5	16.7	12.5	4.2	0.0	0.0	0.0	0.0	0.0	16	80.0	7	50	
	GATWICK	AIR PORTUGAL	S	D	48	0	0	0.0	25.0	33.3	20.8	12.5	6.3	2.1	0.0	0.0	0.0	0.0	19	82.0	10	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.2	5	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	6	44	
	GATWICK	EASYJET UK LTD	S	A	43	0	0	9.3	41.9	30.2	11.6	4.7	2.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	37.2	46.5	11.6	0.0	4.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	167	0	0	10.8	30.5	37.1	10.8	6.6	3.6	0.6	0.0	0.0	0.0	0.0	11	65.9	14	163	
	HEATHROW	AIR PORTUGAL	S	D	167	0	0	0.0	44.9	34.7	6.6	7.8	6.0	0.0	0.0	0.0	0.0	0.0	12	84.1	8	163	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	1	15.7	46.1	22.5	4.5	5.6	4.5	0.0	0.0	0.0	0.0	1.1	8	81.4	10	70	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	1	0.0	47.2	37.1	7.9	4.5	2.2	0.0	0.0	0.0	0.0	1.1	7	90.0	4	70	
	LONDON CITY	AIR PORTUGAL	S	A	50	0	0	8.0	42.0	20.0	12.0	8.0	10.0	0.0	0.0	0.0	0.0	0.0	17	76.9	10	52	
	LONDON CITY	AIR PORTUGAL	S	D	50	0	0	0.0	22.0	34.0	14.0	16.0	10.0	4.0	0.0	0.0	0.0	0.0	25	63.5	16	52	
	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	89.6	7	48	
	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	91.5	4	47	
	LUTON	EASYJET UK LTD	S	A	58	0	0	12.1	36.2	27.6	8.6	12.1	3.4	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	58	0	0	0.0	31.0	55.2	12.1	1.7	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 JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	WIZZ AIR UK LTD	S	A	31	0	0	3.2	19.4	38.7	22.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	31	0	0	0.0	22.6	51.6	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	STANSTED	RYANAIR	S	A	93	0	0	0.0	17.2	49.5	17.2	8.6	4.3	3.2	0.0	0.0	0.0	0.0	20	82.7	11	75	
	STANSTED	RYANAIR	S	D	93	0	0	0.0	3.2	58.1	26.9	6.5	4.3	0.0	1.1	0.0	0.0	0.0	17	62.7	16	75	
	MANCHESTER	AIR PORTUGAL	S	A	49	0	0	6.1	16.3	42.9	16.3	12.2	4.1	2.0	0.0	0.0	0.0	0.0	16	67.9	14	53	
	MANCHESTER	AIR PORTUGAL	S	D	49	0	0	2.0	14.3	38.8	14.3	18.4	8.2	4.1	0.0	0.0	0.0	0.0	25	58.5	17	53	
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	7.1	28.6	35.7	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	50.0	42.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	30	0	0	0.0	33.3	16.7	26.7	6.7	10.0	3.3	3.3	0.0	0.0	0.0	34	76.9	12	13	
	MANCHESTER	RYANAIR	S	D	30	0	0	0.0	13.3	36.7	20.0	20.0	3.3	3.3	3.3	0.0	0.0	0.0	33	84.6	11	13	
<b>TOTAL LISBON</b>					<b>1418</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>31.1</b>	<b>37.0</b>	<b>13.2</b>	<b>8.9</b>	<b>4.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>15</b>	<b>77.4</b>	<b>10</b>	<b>1211</b>	
LIVERPOOL (JOHN LENNON)																							
	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	2	18	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	17	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.8	3	166	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.4	6	166	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	176	0	1	25.4	55.4	9.0	2.3	2.8	1.7	2.3	0.6	0.0	0.0	0.6	9	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	177	0	1	0.0	54.5	30.3	5.6	2.8	2.2	2.2	1.7	0.0	0.0	0.6	13	0.0	0	0	
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	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	109	0.0	0	0	
	BOURNEMOUTH	BMI REGIONAL	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	33	0.0	0	0	
	BOURNEMOUTH	BMI REGIONAL	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	110	0.0	0	0	
	BOURNEMOUTH	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	BOURNEMOUTH	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	CARDIFF WALES	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	CARDIFF WALES	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	ISLE OF MAN	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	91.7	2	36	
	ISLE OF MAN	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	91.4	3	35	
	ISLE OF MAN	EASYJET UK LTD	S	A	44	0	1	31.1	55.6	6.7	0.0	2.2	0.0	0.0	0.0	2.2	0.0	2.2	34	0.0	0	0	
	ISLE OF MAN	EASYJET UK LTD	S	D	44	0	1	17.8	60.0	15.6	0.0	0.0	2.2	0.0	0.0	2.2	0.0	2.2	35	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	FLYBE LTD	S	A	108	0	2	13.6	58.2	21.8	1.8	2.7	0.0	0.0	0.0	0.0	0.0	1.8	3	88.9	9	107	
	ISLE OF MAN	FLYBE LTD	S	D	109	0	2	0.9	45.9	39.6	7.2	3.6	0.9	0.0	0.0	0.0	0.0	1.8	5	88.0	6	108	
	JERSEY	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	95.2	3	21	
	JERSEY	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	81.8	18	22	
	JERSEY	EASYJET UK LTD	S	A	40	0	0	42.5	42.5	12.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	JERSEY	EASYJET UK LTD	S	D	40	0	0	22.5	62.5	12.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	MANCHESTER	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHAMPTON	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	SOUTHAMPTON	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>745</b>	<b>0</b>	<b>8</b>	<b>14.5</b>	<b>53.9</b>	<b>21.1</b>	<b>3.3</b>	<b>2.5</b>	<b>1.7</b>	<b>1.1</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>90.5</b>	<b>6</b>	<b>703</b>	
LJUBLJANA																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
	GATWICK	EASYJET UK LTD	S	A	17	0	0	11.8	52.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	52.9	29.4	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	17	
	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	94.1	6	17	
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	52.9	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	4	24	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	3	24	
	STANSTED	EASYJET UK LTD	S	A	19	0	0	26.3	42.1	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	STANSTED	EASYJET UK LTD	S	D	19	0	0	0.0	63.2	31.6	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL LJUBLJANA</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>50.5</b>	<b>25.2</b>	<b>5.6</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>0.0</b>	<b>5</b>	<b>92.4</b>	<b>4</b>	<b>118</b>	
LODZ LUBLINEK																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	37	55.6	20	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	39	66.7	16	9	
	STANSTED	RYANAIR	S	A	26	0	0	19.2	34.6	34.6	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	81.5	6	27	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	STANSTED	RYANAIR	S	D	26	0	0	0.0	19.2	73.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	27
<b>TOTAL LODZ LUBLINEK</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>20.6</b>	<b>54.4</b>	<b>7.4</b>	<b>4.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>79.2</b>	<b>9</b>	<b>72</b>
LONDON CITY																						
	ABERDEEN	FLYBE LTD	S	A	46	0	3	8.2	16.3	28.6	20.4	10.2	8.2	2.0	0.0	0.0	6.1	20	80.0	8	45	
	ABERDEEN	FLYBE LTD	S	D	47	0	0	0.0	36.2	53.2	4.3	4.3	2.1	0.0	0.0	0.0	0.0	6	88.9	8	45	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	148	0	3	21.2	45.0	17.9	4.0	5.3	3.3	0.7	0.7	0.0	0.0	2.0	9	79.6	12	90
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	150	0	0	0.0	51.3	37.3	3.3	3.3	4.0	0.7	0.0	0.0	0.0	7	88.2	7	91	
	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	105	1	
	EDINBURGH	BA CITYFLYER LTD	S	A	176	0	1	8.5	50.8	27.7	6.2	4.0	1.7	0.6	0.0	0.0	0.6	7	78.0	12	167	
	EDINBURGH	BA CITYFLYER LTD	S	D	177	0	0	1.1	57.6	26.6	5.6	5.6	1.7	1.7	0.0	0.0	0.0	9	80.5	11	169	
	EDINBURGH	FLYBE LTD	S	A	103	0	3	12.3	50.9	20.8	6.6	3.8	0.9	1.9	0.0	0.0	2.8	8	84.3	6	99	
	EDINBURGH	FLYBE LTD	S	D	105	0	1	0.0	34.9	50.0	8.5	2.8	1.9	0.9	0.0	0.0	0.9	9	87.3	7	101	
	EXETER	FLYBE LTD	S	A	26	0	0	19.2	57.7	11.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	7	80.6	19	31	
	EXETER	FLYBE LTD	S	D	25	0	0	0.0	40.0	40.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	8	86.7	11	30	
	GLASGOW	BA CITYFLYER LTD	S	A	126	0	1	8.7	52.0	26.0	6.3	5.5	0.8	0.0	0.0	0.0	0.8	6	79.7	12	123	
	GLASGOW	BA CITYFLYER LTD	S	D	129	0	1	0.0	63.1	22.3	6.9	4.6	1.5	0.8	0.0	0.0	0.8	7	78.2	12	124	
	ISLE OF MAN	BA CITYFLYER LTD	S	A	69	0	1	7.1	38.6	28.6	10.0	8.6	2.9	2.9	0.0	0.0	1.4	15	79.7	13	69	
	ISLE OF MAN	BA CITYFLYER LTD	S	D	69	0	0	4.3	50.7	33.3	2.9	4.3	1.4	2.9	0.0	0.0	0.0	9	91.3	9	69	
	JERSEY	BLUE ISLANDS LIMITED	S	A	47	0	1	20.8	41.7	31.3	2.1	0.0	2.1	0.0	0.0	0.0	2.1	5	64.6	24	48	
	JERSEY	BLUE ISLANDS LIMITED	S	D	47	0	1	4.2	45.8	33.3	12.5	0.0	2.1	0.0	0.0	0.0	2.1	7	68.8	26	48	
	MANCHESTER	BRITISH AIRWAYS PLC	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	7	100.0	0	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	23	25.0	83	4	
	NEWCASTLE	FLYBE LTD	S	A	39	0	2	0.0	7.3	36.6	24.4	19.5	4.9	2.4	0.0	0.0	4.9	24	0.0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	40	0	1	0.0	61.0	24.4	4.9	4.9	2.4	0.0	0.0	0.0	2.4	7	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	97	0.0	0	0	
	SOUTHEND	KLM CITYHOPPER	S	D	0	0	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 LONDON CITY</b>					<b>1578</b>	<b>0</b>	<b>19</b>	<b>6.4</b>	<b>47.7</b>	<b>29.4</b>	<b>6.9</b>	<b>4.9</b>	<b>2.4</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>9</b>	<b>80.8</b>	<b>12</b>	<b>1359</b>
LOS ANGELES INTERNATIONAL																						
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.0	37	29	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
																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 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	54.8	32	31									
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	41.9	25.8	16.1	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0									
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	29.0	48.4	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0									
	HEATHROW	AMERICAN AIRLINES	S	A	51	0	0	60.8	15.7	9.8	5.9	5.9	0.0	2.0	0.0	0.0	0.0	7	73.1	11	51										
	HEATHROW	AMERICAN AIRLINES	S	D	51	0	0	0.0	43.1	33.3	7.8	5.9	5.9	2.0	0.0	2.0	0.0	39	78.8	12	51										
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	16.9	38.2	21.3	15.7	5.6	1.1	1.1	0.0	0.0	0.0	10	81.7	10	92										
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	2	0.0	33.0	41.8	14.3	6.6	1.1	0.0	1.1	0.0	2.2	12	81.7	11	92										
	HEATHROW	UNITED AIRLINES	S	A	30	0	1	41.9	25.8	19.4	6.5	0.0	0.0	0.0	3.2	0.0	3.2	9	71.0	12	31										
	HEATHROW	UNITED AIRLINES	S	D	30	0	1	0.0	51.6	38.7	6.5	0.0	0.0	0.0	0.0	0.0	3.2	4	74.2	49	31										
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	51.7	15.5	19.0	8.6	5.2	0.0	0.0	0.0	0.0	0.0	6	89.8	7	49										
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	0.0	29.3	48.3	10.3	5.2	6.9	0.0	0.0	0.0	0.0	11	85.4	8	48										
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>518</b>	<b>0</b>	<b>4</b>	<b>19.5</b>	<b>30.8</b>	<b>29.9</b>	<b>10.7</b>	<b>5.0</b>	<b>2.1</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>78.2</b>	<b>15</b>	<b>505</b>									
LUANDA																															
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	0	7										
	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	75.0	2	7										
<b>TOTAL LUANDA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>1</b>	<b>14</b>										
LUBLIN (PORT LOTNICZY)																															
	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	72.7	12	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	72.7	12	11										
	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	75.0	8	8										
	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	75.0	8	8										
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	27										
	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	92.6	5	27										
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	35.7	42.9	10.7	7.1	3.6	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0										
	LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	42.9	53.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0										
	STANSTED	RYANAIR	S	A	19	0	0	15.8	21.1	31.6	21.1	10.5	0.0	0.0	0.0	0.0	0.0	10	65.0	16	19										
	STANSTED	RYANAIR	S	D	19	0	0	0.0	26.3	73.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.7	4	19										
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>35.1</b>	<b>40.4</b>	<b>7.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.4</b>	<b>8</b>	<b>130</b>										

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	ABERDEEN	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	88.9	10	18	
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	12	18	
	ABERDEEN	EASYJET SWITZERLAND	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	ABERDEEN	EASYJET SWITZERLAND	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1	
	ABERDEEN	EASYJET UK LTD	S	A	18	0	0	5.6	44.4	38.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	ABERDEEN	EASYJET UK LTD	S	D	18	0	1	0.0	36.8	36.8	10.5	10.5	0.0	0.0	0.0	0.0	0.0	5.3	9	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	6	103	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.8	12	104	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	109	0	0	18.3	54.1	15.6	4.6	4.6	1.8	0.0	0.9	0.0	0.0	0.0	8	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	110	0	0	0.0	40.9	38.2	8.2	8.2	2.7	0.9	0.9	0.0	0.0	0.0	13	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	131	0.0	0	0	
	BOURNEMOUTH	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	BRISTOL	EASYJET UK LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	JOTA AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	12	98	
	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	74.5	13	98	
	EDINBURGH	EASYJET UK LTD	S	A	96	0	0	13.5	44.8	20.8	13.5	4.2	3.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	95	0	0	4.2	43.2	27.4	13.7	9.5	2.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.4	14	70	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	10	70	
	GLASGOW	EASYJET UK LTD	S	A	72	0	0	18.1	41.7	23.6	4.2	6.9	2.8	1.4	1.4	0.0	0.0	0.0	12	0.0	0	0	
	GLASGOW	EASYJET UK LTD	S	D	72	0	0	0.0	65.3	22.2	4.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	NEWCASTLE	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: L										JAN 2018						
										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)
	NEWCASTLE	EASTERN AIRWAYS	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
<b>TOTAL LUTON</b>					<b>597</b>	<b>0</b>	<b>1</b>	<b>8.9</b>	<b>47.0</b>	<b>25.8</b>	<b>8.0</b>	<b>6.5</b>	<b>2.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>10</b>	<b>81.4</b>	<b>11</b>	<b>586</b>				
LUXEMBOURG																										
	BOURNEMOUTH	DUCAIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	18	19				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	10	19				
	GATWICK	EASYJET UK LTD	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	19	0.0	0	0				
	GATWICK	EASYJET UK LTD	S	D	19	0	0	0.0	26.3	36.8	21.1	10.5	5.3	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	22.6	46.8	12.9	11.3	4.8	0.0	0.0	0.0	0.0	1.6	5	86.9	6	61					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	53.2	33.9	9.7	1.6	0.0	0.0	0.0	0.0	1.6	4	90.2	6	61					
	LONDON CITY	LUXAIR	S	A	147	0	1	4.1	43.9	38.5	4.7	4.1	4.1	0.0	0.0	0.0	0.7	9	89.1	6	154					
	LONDON CITY	LUXAIR	S	D	147	0	1	0.0	27.7	50.0	9.5	7.4	4.7	0.0	0.0	0.0	0.7	13	80.8	9	154					
	STANSTED	RYANAIR	S	A	31	0	0	22.6	41.9	6.5	12.9	12.9	3.2	0.0	0.0	0.0	0.0	12	71.0	12	31					
	STANSTED	RYANAIR	S	D	31	0	0	0.0	19.4	58.1	3.2	19.4	0.0	0.0	0.0	0.0	0.0	13	64.5	16	31					
	MANCHESTER	FLYBE LTD	S	A	17	0	0	0.0	17.6	41.2	17.6	17.6	5.9	0.0	0.0	0.0	0.0	20	85.0	11	20					
	MANCHESTER	FLYBE LTD	S	D	17	0	0	0.0	23.5	64.7	0.0	5.9	5.9	0.0	0.0	0.0	0.0	10	90.0	10	20					
<b>TOTAL LUXEMBOURG</b>					<b>551</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>36.8</b>	<b>38.2</b>	<b>8.8</b>	<b>7.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>8</b>	<b>570</b>					
LUXOR																										
	HEATHROW	EGYPT AIR	S	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	74	20.0	43	5				
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	52	40.0	23	5					
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>30.0</b>	<b>33</b>	<b>10</b>				
LVOV																										
	LUTON	WIZZ AIR UK LTD	S	A	12	0	0	0.0	0.0	41.7	16.7	16.7	8.3	8.3	8.3	0.0	0.0	0.0	61	0.0	0	0				
	LUTON	WIZZ AIR UK LTD	S	D	11	0	0	0.0	45.5	54.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
	STANSTED	RYANAIR	S	A	13	0	0	0.0	15.4	38.5	7.7	23.1	7.7	0.0	7.7	0.0	0.0	42	0.0	0	0					
	STANSTED	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	7	0.0	0	0					
<b>TOTAL LVOV</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.3</b>	<b>53.1</b>	<b>10.2</b>	<b>10.2</b>	<b>4.1</b>	<b>2.0</b>	<b>4.1</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>				
LYON																										
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4					
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4					
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0					
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0					
	BIRMINGHAM	FLYBE LTD	S	A	19	0	0	10.5	36.8	15.8	31.6	5.3	0.0	0.0	0.0	0.0	0.0	11	77.3	8	22					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BIRMINGHAM	FLYBE LTD	S D	19	0	0	0.0	5.3	57.9	21.1	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	81.0	6	21
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	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	0.0	0	75.0	11	4
BRISTOL	EASYJET UK LTD	S A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
BRISTOL	EASYJET UK LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	235	1
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	100.0	0	1
CARDIFF WALES	PAN EUROPEAN AIR SERVICE	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
CARDIFF WALES	PAN EUROPEAN AIR SERVICE	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
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	60.0	23	5
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	60.0	13	5
EDINBURGH	EASYJET UK LTD	S A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
EDINBURGH	EASYJET UK LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
GLASGOW	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
GATWICK	AER LINGUS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8
GATWICK	AER LINGUS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8
GATWICK	BRITISH AIRWAYS PLC	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	0.0	17	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	12	64
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.9	13	64
GATWICK	EASYJET UK LTD	S A	63	0	0	19.0	55.6	12.7	3.2	1.6	3.2	0.0	4.8	0.0	0.0	0.0	0.0	16	0.0	0	0
GATWICK	EASYJET UK LTD	S D	63	0	0	0.0	33.3	46.0	9.5	7.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	18	75.0	13	4
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	192	2
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	0.0	1	0.0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S A	74	0	0	16.2	39.2	36.5	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	9	83

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	74	0	0	0.0	62.2	27.0	8.1	1.4	1.4	0.0	0.0	0.0	0.0	0.0	4	86.7	6	83
	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	59.3	27	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	73.1	14	26	
	LUTON	EASYJET UK LTD	S	A	29	0	0	3.4	24.1	34.5	13.8	13.8	6.9	0.0	0.0	3.4	0.0	0.0	32	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	29	0	0	0.0	34.5	37.9	17.2	6.9	3.4	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	LUTON	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	EASYJET UK LTD	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	
	STANSTED	EASYJET UK LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	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	11	75.0	9	4	
	STANSTED	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	100.0	0	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	4	
	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	75.0	9	4	
	MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	11	0	0	0.0	9.1	72.7	0.0	18.2	0.0	0.0	0.0	0.0	0.0	12	66.7	21	21	
	MANCHESTER	FLYBE LTD	S	D	11	0	0	0.0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4	81.0	12	21	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	22	0.0	75	4	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	37	4	
	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	11	60.0	14	5	
	SOUTHAMPTON	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	5	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	SOUTHEND	STOBART AIR	S	A	19	0	0	0.0	21.1	63.2	10.5	0.0	5.3	0.0	0.0	0.0	0.0	10	50.0	37	2	
	SOUTHEND	STOBART AIR	S	D	19	0	0	10.5	42.1	31.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	6	50.0	25	2	
<b>TOTAL LYON</b>					<b>533</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>42.2</b>	<b>34.0</b>	<b>8.8</b>	<b>5.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.7</b>	<b>13</b>	<b>533</b>
LYON(BRON)																						
	CARDIFF WALES	AERO4M	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
	MANCHESTER	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	0	1	
	MANCHESTER	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	
<b>TOTAL LYON(BRON)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>19</b>	<b>3</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																						
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	IBERIA EXPRESS	S	A	13	0	0	7.7	46.2	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	2	13	
	BIRMINGHAM	IBERIA EXPRESS	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	8	76.9	10	13	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	0.0	58.8	29.4	5.9	5.9	0.0	0.0	0.0	0.0	17	77.8	11	18	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	0.0	29.4	35.3	23.5	11.8	0.0	0.0	0.0	0.0	30	44.4	23	18	
	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	81.0	14	21	
	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	90.5	8	21	
	BRISTOL	EASYJET UK LTD	S	A	21	0	0	0.0	19.0	38.1	19.0	14.3	9.5	0.0	0.0	0.0	0.0	23	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	22	0	0	0.0	54.5	22.7	9.1	0.0	13.6	0.0	0.0	0.0	0.0	15	0.0	0	0	
	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	70.8	21	24	
	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	73.9	25	23	
	EDINBURGH	EASYJET UK LTD	S	A	26	0	0	11.5	42.3	26.9	3.8	7.7	7.7	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	26	0	0	0.0	38.5	46.2	7.7	3.8	3.8	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	24	18	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	28	18	
	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	95.0	5	20	
	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	95.0	7	20	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	16	0	0	18.8	56.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	AIR EUROPA	S	A	63	0	0	3.2	30.2	41.3	19.0	6.3	0.0	0.0	0.0	0.0	0.0	9	73.8	15	65	
	GATWICK	AIR EUROPA	S	D	63	0	0	0.0	23.8	50.8	11.1	12.7	1.6	0.0	0.0	0.0	0.0	12	83.1	11	65	
	GATWICK	AIR X CHARTER	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	6	105	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.9	8	105	
	GATWICK	EASYJET UK LTD	S	A	104	0	0	19.2	42.3	24.0	11.5	2.9	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	104	0	0	0.0	48.1	40.4	7.7	2.9	1.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	GATWICK	IBERIA EXPRESS	S	A	62	0	0	8.1	38.7	43.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	4	91.8	3	61	
	GATWICK	IBERIA EXPRESS	S	D	62	0	0	0.0	25.8	50.0	17.7	4.8	1.6	0.0	0.0	0.0	0.0	10	86.9	6	61	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	52	0	0	11.5	26.9	48.1	9.6	3.8	0.0	0.0	0.0	0.0	0.0	7	67.3	15	49	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	52	0	0	1.9	42.3	40.4	9.6	3.8	1.9	0.0	0.0	0.0	0.0	7	57.1	20	49	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: M																	JAN 2018			
		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
								4.5	42.9	37.7	7.1	3.9	1.9	0.0	0.6	0.0	0.0	0.0	0.0	1.3	8	81.4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	152	0	2	4.5	42.9	37.7	7.1	3.9	1.9	0.0	0.6	0.0	0.0	1.3	8	81.4	11	129
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	2	0.0	39.6	48.1	7.1	3.2	0.6	0.0	0.0	0.0	0.0	1.3	6	89.2	5	128
	HEATHROW	IBERIA	S	A	233	0	1	12.4	44.0	33.8	6.0	2.6	0.9	0.0	0.0	0.0	0.0	0.4	5	79.6	8	238
	HEATHROW	IBERIA	S	D	232	0	2	0.0	48.3	38.9	5.1	4.3	2.6	0.0	0.0	0.0	0.0	0.9	7	81.5	9	238
	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	76.2	9	21
	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	90.5	6	21
	LUTON	EASYJET UK LTD	S	A	21	0	0	28.6	42.9	9.5	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	42.9	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	STANSTED	RYANAIR	S	A	122	0	0	8.2	36.9	35.2	11.5	6.6	1.6	0.0	0.0	0.0	0.0	0.0	8	71.1	16	97
	STANSTED	RYANAIR	S	D	123	0	0	0.0	12.2	50.4	20.3	14.6	2.4	0.0	0.0	0.0	0.0	0.0	16	55.1	26	98
	MANCHESTER	IBERIA EXPRESS	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	7	87.5	3	8
	MANCHESTER	IBERIA EXPRESS	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	13	75.0	11	8
	MANCHESTER	RYANAIR	S	A	31	0	0	0.0	41.9	32.3	6.5	16.1	3.2	0.0	0.0	0.0	0.0	0.0	13	76.9	10	26
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	22.6	54.8	6.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	84.6	7	26
	NEWCASTLE	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	15	9
	NEWCASTLE	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	23	9
<b>TOTAL MADRID</b>					<b>1886</b>	<b>0</b>	<b>7</b>	<b>4.9</b>	<b>38.0</b>	<b>39.7</b>	<b>9.8</b>	<b>5.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>78.3</b>	<b>11</b>	<b>1844</b>
MAHON																						
	GATWICK	EASYJET UK LTD	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MAHON</b>					<b>18</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA																						
	ABERDEEN	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	9
	ABERDEEN	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	16
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	13	0	0	0.0	46.2	30.8	7.7	0.0	0.0	15.4	0.0	0.0	0.0	0.0	21	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	13	0	0	0.0	53.8	38.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	12	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	A	18	0	0	11.1	33.3	38.9	0.0	0.0	5.6	5.6	5.6	0.0	0.0	0.0	30	82.4	19	17
	BELFAST INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	2	17
	BELFAST INTERNATIONAL	TOYO AVIATION	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	JET2.COM LTD		S	A	15	0	0	13.3	46.7	33.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	10	88.9	4	9		
BIRMINGHAM	JET2.COM LTD		S	D	15	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	9		
BIRMINGHAM	RYANAIR		S	A	29	0	0	3.4	58.6	31.0	6.9	0.0	0.0	0.0	0.0	0.0	3	84.0	7	25			
BIRMINGHAM	RYANAIR		S	D	29	0	0	0.0	27.6	69.0	3.4	0.0	0.0	0.0	0.0	0.0	5	75.0	10	24			
BIRMINGHAM	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	100.0	0	4			
BIRMINGHAM	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	4	75.0	4	4			
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	100.0	7	1			
BIRMINGHAM	VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1			
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	95	1			
BOURNEMOUTH	RYANAIR		S	A	11	0	0	9.1	9.1	54.5	9.1	18.2	0.0	0.0	0.0	0.0	12	88.9	4	9			
BOURNEMOUTH	RYANAIR		S	D	11	0	0	0.0	0.0	63.6	9.1	27.3	0.0	0.0	0.0	0.0	21	77.8	11	9			
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	100.0	0	20			
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	100.0	2	20			
BRISTOL	EASYJET UK LTD		S	A	20	0	0	20.0	40.0	25.0	10.0	0.0	5.0	0.0	0.0	0.0	8	0.0	0	0			
BRISTOL	EASYJET UK LTD		S	D	21	0	0	0.0	81.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
BRISTOL	RYANAIR		S	A	26	0	0	3.8	65.4	19.2	7.7	3.8	0.0	0.0	0.0	0.0	5	96.2	3	26			
BRISTOL	RYANAIR		S	D	26	0	0	0.0	80.8	11.5	7.7	0.0	0.0	0.0	0.0	0.0	3	92.3	4	26			
BRISTOL	TUI AIRWAYS LTD		C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	19	75.0	14	4			
BRISTOL	TUI AIRWAYS LTD		C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4			
CARDIFF WALES	TUI AIRWAYS LTD		C	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	11	75.0	59	4			
CARDIFF WALES	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	75.0	65	4			
CARDIFF WALES	VUELING AIRLINES		S	A	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	11	75.0	6	8			
CARDIFF WALES	VUELING AIRLINES		S	D	9	0	0	0.0	11.1	22.2	22.2	33.3	11.1	0.0	0.0	0.0	29	62.5	12	8			
DONCASTER SHEFFIELD	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	13	100.0	6	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD		C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	A	12	0	0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	9	10			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	D	12	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	4	10			
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	A	21	0	0	9.5	42.9	47.6	0.0	0.0	0.0	0.0	0.0	0.0	3	68.4	20	19			
EAST MIDLANDS INTERNATIONAL	RYANAIR		S	D	21	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	4	90.0	6	20			
EAST MIDLANDS INTERNATIONAL	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	7	66.7	10	3			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	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	50.0	14	4		
EDINBURGH	JET2.COM LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2			
EDINBURGH	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	2			
EDINBURGH	RYANAIR	S A	21	0	0	4.8	38.1	33.3	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	78.9	8	19			
EDINBURGH	RYANAIR	S D	21	0	0	0.0	38.1	33.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	73.7	12	19			
EXETER	FLYBE LTD	S A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	9	9			
EXETER	FLYBE 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	88.9	7	9			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	10	18			
GLASGOW	EASYJET UK LTD	S A	17	0	0	23.5	23.5	29.4	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
GLASGOW	EASYJET UK LTD	S D	17	0	0	0.0	41.2	35.3	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
GLASGOW	JET2.COM LTD	S A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0			
GLASGOW	JET2.COM LTD	S D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
GLASGOW	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	10	17			
GLASGOW	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	47.1	24	17			
LEEDS BRADFORD	JET2.COM LTD	S A	15	0	0	33.3	53.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.7	3	19			
LEEDS BRADFORD	JET2.COM LTD	S D	15	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	89.5	4	19			
LEEDS BRADFORD	RYANAIR	S A	14	0	0	7.1	14.3	64.3	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	23	80.0	5	15			
LEEDS BRADFORD	RYANAIR	S D	14	0	0	0.0	42.9	35.7	7.1	0.0	7.1	0.0	7.1	0.0	0.0	0.0	29	86.7	6	15			
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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			
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	87.5	9	16			
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	1	16			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	24	0	0	37.5	45.8	8.3	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	24	0	0	0.0	95.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	18	0	0	16.7	38.9	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	85.0	11	20			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	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	95.0	4	20			
GATWICK	BRITISH AIRWAYS PLC	S A	40	0	1	26.8	39.0	26.8	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.4	17	32			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0.0	63.4	31.7	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GATWICK	BRITISH AIRWAYS PLC	S	D	41	0	0	0.0	63.4	31.7	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	32					
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	3	69					
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	6	69					
GATWICK	EASYJET UK LTD	S	A	69	0	0	18.8	42.0	31.9	5.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
GATWICK	EASYJET UK LTD	S	D	69	0	0	0.0	24.6	62.3	7.2	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	66	0	0	3.0	31.8	31.8	21.2	4.5	3.0	1.5	1.5	1.5	0.0	0.0	23	77.3	10	44							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	66	0	0	1.5	51.5	30.3	10.6	0.0	4.5	0.0	1.5	0.0	0.0	0.0	11	65.9	14	44							
GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
GATWICK	TITAN AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0						
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	12	4							
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	24	4							
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	19	9							
HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	47.1	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	12	9							
LONDON CITY	BA CITYFLYER LTD	S	A	27	0	0	22.2	33.3	33.3	3.7	0.0	0.0	3.7	3.7	0.0	0.0	0.0	16	81.5	13	27							
LONDON CITY	BA CITYFLYER LTD	S	D	27	0	0	0.0	29.6	55.6	3.7	7.4	0.0	3.7	0.0	0.0	0.0	0.0	12	57.1	18	28							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	23							
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	69.6	9	23							
LUTON	EASYJET UK LTD	S	A	26	0	0	30.8	30.8	26.9	7.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	10	0.0	0	0							
LUTON	EASYJET UK LTD	S	D	26	0	0	0.0	26.9	57.7	11.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	12	0.0	0	0							
LUTON	RYANAIR	S	A	28	0	0	21.4	46.4	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
LUTON	RYANAIR	S	D	28	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	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	16							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16							
STANSTED	EASYJET UK LTD	S	A	15	0	0	33.3	53.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
STANSTED	EASYJET UK LTD	S	D	15	0	0	0.0	93.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0							
STANSTED	JET2.COM LTD	S	A	11	0	0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	78.6	8	14							
STANSTED	JET2.COM 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	2	92.9	2	14							
STANSTED	RYANAIR	S	A	63	0	1	1.6	25.0	42.2	25.0	3.1	0.0	1.6	0.0	0.0	0.0	1.6	11	71.6	10	66							
STANSTED	RYANAIR	S	D	64	0	0	0.0	23.4	45.3	14.1	14.1	1.6	1.6	0.0	0.0	0.0	0.0	16	70.1	16	66							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	15							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: M																	JAN 2018			
		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
	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	80.0	10	15
	MANCHESTER	EASYJET UK LTD	S	A	21	0	0	14.3	38.1	33.3	4.8	4.8	0.0	0.0	0.0	4.8	0.0	0.0	22	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	21	0	0	0.0	47.6	38.1	4.8	4.8	0.0	0.0	0.0	4.8	0.0	0.0	23	0.0	0	0
	MANCHESTER	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	EUROPE AIRPOST	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
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	22.2	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	3	14
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	14
	MANCHESTER	RYANAIR	S	A	41	0	1	0.0	31.0	42.9	11.9	7.1	4.8	0.0	0.0	0.0	0.0	2.4	14	92.9	5	28
	MANCHESTER	RYANAIR	S	D	41	0	1	0.0	19.0	61.9	9.5	2.4	0.0	4.8	0.0	0.0	0.0	2.4	14	78.6	10	28
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	4	8
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.7	6	19
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	8	19
	NEWCASTLE	EASYJET UK LTD	S	A	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	2	0.0	0	0
	NEWCASTLE	EASYJET UK LTD	S	D	18	0	0	0.0	72.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	3	10
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	10
	NEWCASTLE	RYANAIR	S	A	18	0	0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	2	18
	NEWCASTLE	RYANAIR	S	D	18	0	0	0.0	16.7	55.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	18
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	9	12
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	3	12
	SOUTHEND	EASYJET UK LTD	S	A	17	1	0	55.6	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5.6	0.0	2	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	18	0	0	0.0	94.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MALAGA</b>					<b>1651</b>	<b>1</b>	<b>5</b>	<b>7.2</b>	<b>40.8</b>	<b>37.2</b>	<b>8.4</b>	<b>3.6</b>	<b>1.1</b>	<b>0.8</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.3</b>	<b>9</b>	<b>83.3</b>	<b>8</b>	<b>1507</b>
MALE INTERNATIONAL																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	0.0	15.4	23.1	61.5	0.0	0.0	0.0	0.0	0.0	0.0	34	23.1	38	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	41	13
<b>TOTAL MALE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>23.1</b>	<b>15.4</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>0.0</b>	<b>20</b>	<b>42.3</b>	<b>40</b>	<b>26</b>
MALTA																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	75.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	100.0	0	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	100.0	8	9
	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	30.8	30.8	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14	80.0	14	15
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	30.8	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	8	15

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	3	8
	BOURNEMOUTH	RYANAIR	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	8
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	21.4	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	15	66.7	21	9	
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	64.3	14.3	7.1	0.0	14.3	0.0	0.0	0.0	0.0	12	66.7	24	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	14.3	57.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	11	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	13	14	
	EDINBURGH	RYANAIR	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	25	70.0	16	10	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	90.0	7	10	
	LEEDS BRADFORD	RYANAIR	S	A	8	0	1	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	33.3	25	9	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	19	88.9	3	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	9	
	GATWICK	AIR MALTA	S	A	32	0	0	6.3	28.1	34.4	25.0	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	7	30	
	GATWICK	AIR MALTA	S	D	32	0	0	6.3	50.0	18.8	15.6	9.4	0.0	0.0	0.0	0.0	0.0	9	86.7	7	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	7.1	42.9	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6	78.6	13	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	8	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	8	25	
	GATWICK	EASYJET UK LTD	C	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET 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	EASYJET UK LTD	S	A	25	0	0	20.0	36.0	28.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	25	0	0	0.0	44.0	52.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	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	1	50.0	9	2	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	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	100.0	0	0.0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	HEATHROW	AIR MALTA	S	A	62	0	0	1.6	25.8	32.3	19.4	14.5	6.5	0.0	0.0	0.0	0.0	18	64.5	15	62	
	HEATHROW	AIR MALTA	S	D	62	0	0	0.0	30.6	37.1	12.9	12.9	6.5	0.0	0.0	0.0	0.0	17	72.6	13	62	
	LUTON	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
	LUTON	RYANAIR	S	A	18	0	0	0.0	22.2	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	10	78.9	19	19	
	LUTON	RYANAIR	S	D	18	0	0	0.0	11.1	77.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	8	89.5	17	19	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	18	0	0	0.0	11.1	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	10	18			
STANSTED	RYANAIR	S D	19	0	0	0.0	5.3	42.1	31.6	21.1	0.0	0.0	0.0	0.0	0.0	0.0	19	83.3	10	18			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	18			
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	88.9	5	18			
MANCHESTER	EASYJET UK LTD	S A	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	8	0.0	0	0			
MANCHESTER	EASYJET UK LTD	S D	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
MANCHESTER	RYANAIR	S A	13	0	0	0.0	15.4	38.5	23.1	0.0	23.1	0.0	0.0	0.0	0.0	0.0	27	73.3	11	15			
MANCHESTER	RYANAIR	S D	13	0	0	0.0	7.7	38.5	15.4	15.4	23.1	0.0	0.0	0.0	0.0	0.0	31	66.7	14	15			
MANCHESTER	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	8	100.0	2	5			
MANCHESTER	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5			
NEWCASTLE	EASYJET UK LTD	S A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
NEWCASTLE	EASYJET UK LTD	S D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
SOUTHEND	AIR MALTA	S A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
SOUTHEND	AIR MALTA	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	2	0.0	0	0			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8			
SOUTHEND	EASYJET UK LTD	S A	9	0	0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
SOUTHEND	EASYJET UK LTD	S D	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
<b>TOTAL MALTA</b>			<b>612</b>	<b>0</b>	<b>6</b>	<b>2.6</b>	<b>31.1</b>	<b>38.7</b>	<b>15.2</b>	<b>7.9</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>12</b>	<b>79.7</b>	<b>11</b>	<b>607</b>			
MANAUS-EDUARDO GOMES																							
	GATWICK	THOMAS COOK AIRLINES LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	82	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	240	0.0	0	0			
<b>TOTAL MANAUS-EDUARDO GOMES</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>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>161</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MANCHESTER																							
	ABERDEEN	FLYBE LTD	S A	133	0	2	0.7	40.0	38.5	4.4	5.9	7.4	0.7	0.7	0.0	0.0	1.5	15	92.6	5	136		
	ABERDEEN	FLYBE LTD	S D	133	0	2	0.7	51.1	31.1	4.4	5.2	5.9	0.0	0.0	0.0	0.0	1.5	9	91.2	5	136		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	169	0	3	4.1	48.3	29.1	6.4	5.8	4.7	0.0	0.0	0.0	0.0	1.7	10	85.6	8	176		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	169	0	3	0.0	44.8	41.3	3.5	3.5	4.7	0.6	0.0	0.0	0.0	1.7	8	88.3	6	175		
	BELFAST CITY (GEORGE BEST)	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	100.0	0	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.9	11	77		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	77		
BELFAST INTERNATIONAL	EASYJET UK LTD	S A	111	0	0	0	7.2	46.8	18.0	10.8	11.7	2.7	0.0	2.7	0.0	0.0	0.0	17	0.0	0	0		
BELFAST INTERNATIONAL	EASYJET UK LTD	S D	111	0	0	0	0.0	44.1	32.4	5.4	10.8	3.6	0.0	3.6	0.0	0.0	0.0	18	0.0	0	0		
BELFAST INTERNATIONAL	RYANAIR	S A	61	0	0	0	41.0	37.7	11.5	3.3	1.6	1.6	0.0	3.3	0.0	0.0	0.0	12	0.0	0	0		
BELFAST INTERNATIONAL	RYANAIR	S D	61	0	0	0	0.0	62.3	36.1	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	6	0.0	0	0		
BIRMINGHAM	EMIRATES	S D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
BIRMINGHAM	FLYBE LTD	S D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1		
BIRMINGHAM	JET2.COM LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	0.0	68	1		
BIRMINGHAM	TUI AIRWAYS LTD	S A	3	0	0	0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
BRISTOL	AURIGNY AIR SERVICES	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
BRISTOL	AURIGNY AIR SERVICES	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1		
BRISTOL	BMI REGIONAL	S A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	BMI REGIONAL	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	EASTERN AIRWAYS	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		
BRISTOL	TUI AIRWAYS LTD	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	JOTA AVIATION LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
EDINBURGH	FLYBE LTD	S A	78	0	1	3.8	41.8	30.4	15.2	3.8	2.5	1.3	0.0	0.0	0.0	1.3	10	80.0	10	90			
EDINBURGH	FLYBE LTD	S D	78	0	1	0.0	32.9	50.6	8.9	2.5	2.5	1.3	0.0	0.0	0.0	1.3	9	87.8	8	90			
EXETER	FLYBE LTD	S A	84	0	1	17.6	45.9	21.2	2.4	8.2	1.2	2.4	0.0	0.0	0.0	1.2	9	85.2	9	81			
EXETER	FLYBE LTD	S D	84	0	1	0.0	27.1	56.5	5.9	7.1	1.2	1.2	0.0	0.0	0.0	1.2	8	87.7	5	80			
EXETER	JOTA AVIATION LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1			
GLASGOW	FLYBE LTD	S A	51	0	1	9.6	46.2	21.2	11.5	3.8	3.8	1.9	0.0	0.0	0.0	1.9	12	71.6	10	66			
GLASGOW	FLYBE LTD	S D	52	0	1	0.0	60.4	17.0	9.4	9.4	1.9	0.0	0.0	0.0	0.0	1.9	9	69.2	10	66			
GLASGOW	ICELANDAIR	S A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	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	45.5	27	19			
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	56.3	19	11			
ISLE OF MAN	FLYBE LTD	S A	136	0	6	6.3	39.4	28.9	12.7	5.6	2.1	0.7	0.0	0.0	0.0	4.2	10	78.0	9	140			
ISLE OF MAN	FLYBE LTD	S D	136	0	6	2.1	36.6	42.3	7.7	5.6	1.4	0.0	0.0	0.0	0.0	4.2	7	82.3	7	140			
ISLE OF MAN	JOTA AVIATION LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	JOTA AVIATION LTD		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
JERSEY	FLYBE LTD		S	A	19	0	0	5.3	63.2	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	78.6	13	14	
JERSEY	FLYBE LTD		S	D	19	0	0	5.3	63.2	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	71.4	17	14	
LEEDS BRADFORD	JET2.COM LTD		S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
LIVERPOOL (JOHN LENNON)	RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
GATWICK	BMI REGIONAL		C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	BMI REGIONAL		C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	EASTERN AIRWAYS		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
GATWICK	EASYJET UK LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
HEATHROW	BRITISH AIRWAYS PLC		S	A	200	0	5	22.9	46.3	17.1	4.9	3.9	1.5	0.0	1.0	0.0	0.0	2.4	7	83.1	7	234	
HEATHROW	BRITISH AIRWAYS PLC		S	D	200	0	6	0.0	45.1	39.8	6.3	5.8	0.0	0.0	0.0	0.0	0.0	2.9	6	88.2	5	234	
HEATHROW	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	0.0	33	1	
HEATHROW	SINGAPORE AIRLINES		S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	253	0.0	0	0	
LONDON CITY	BA CITYFLYER LTD		S	A	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	50.0	76	4	
LONDON CITY	BA CITYFLYER LTD		S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	4	
LUTON	EASYJET UK 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	79	0.0	0	0	
LUTON	EASYJET UK LTD		S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
STANSTED	LOGANAIR LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
NEWCASTLE	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	50.0	13	2	
NEWCASTLE	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	
NEWCASTLE	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	60	1	
NEWCASTLE	JOTA AVIATION LTD		C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
NEWCASTLE	JOTA AVIATION LTD		C	D	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
SOUTHAMPTON	FLYBE LTD		S	A	121	0	5	4.0	48.4	19.0	11.9	8.7	4.0	0.0	0.0	0.0	0.0	4.0	11	94.3	2	157	
SOUTHAMPTON	FLYBE LTD		S	D	122	0	4	0.0	35.7	38.9	7.1	10.3	4.0	0.8	0.0	0.0	0.0	3.2	13	88.6	5	155	
SOUTHEND	BA CITYFLYER LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
SOUTHEND	FLYBE LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	



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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	STOBART AIR	S	A	12	0	2	0.0	64.3	7.1	0.0	7.1	0.0	7.1	0.0	0.0	0.0	14.3	14	95.4	3	65	
	SOUTHEND	STOBART AIR	S	D	12	0	2	0.0	21.4	57.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	14.3	12	92.6	3	67	
<b>TOTAL MANCHESTER</b>					<b>2386</b>	<b>0</b>	<b>52</b>	<b>5.5</b>	<b>43.9</b>	<b>31.5</b>	<b>7.0</b>	<b>6.0</b>	<b>3.0</b>	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>10</b>	<b>84.3</b>	<b>7</b>	<b>2530</b>	
MANILA																							
	HEATHROW	PHILIPPINE AIRLINES	S	A	26	0	1	0.0	7.4	14.8	29.6	33.3	7.4	0.0	0.0	3.7	0.0	3.7	70	29.0	35	31	
	HEATHROW	PHILIPPINE AIRLINES	S	D	26	0	1	3.7	66.7	14.8	0.0	7.4	0.0	0.0	0.0	3.7	0.0	3.7	44	83.9	8	31	
<b>TOTAL MANILA</b>					<b>52</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>37.0</b>	<b>14.8</b>	<b>14.8</b>	<b>20.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>57</b>	<b>55.6</b>	<b>21</b>	<b>62</b>	
MARRAKESH																							
	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	75.0	5	4	
	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	100.0	4	4	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	16	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	15	9	
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	44.4	13	8	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	11.1	77.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	80.0	10	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	27.3	45.5	18.2	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	11	88.9	7	27	
	GATWICK	BRITISH AIRWAYS PLC	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	5	92.6	4	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.2	19	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	8	38	
	GATWICK	EASYJET UK LTD	S	A	43	0	0	18.6	48.8	16.3	9.3	2.3	2.3	2.3	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	43	0	0	0.0	27.9	67.4	0.0	2.3	2.3	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	S	A	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	9	
	GATWICK	TUI AIRWAYS LTD	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	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	0	0.0	0	0	
	LUTON	RYANAIR	S	A	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	80.0	7	10	
	LUTON	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	10	
	STANSTED	RYANAIR	S	A	32	0	0	0.0	31.3	40.6	12.5	9.4	3.1	0.0	0.0	3.1	0.0	0.0	27	53.1	33	32	
	STANSTED	RYANAIR	S	D	32	0	0	0.0	15.6	56.3	18.8	6.3	3.1	0.0	0.0	0.0	0.0	0.0	10	68.8	14	32	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	12	10	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: M																	JAN 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
	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	80.0	18	10
	MANCHESTER	EASYJET UK LTD	S	A	10	0	1	45.5	18.2	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	5	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	25.0	25.0	25.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	49	0.0	0	0
	MANCHESTER	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	19	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	100.0	3	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	88.9	4	9
<b>TOTAL MARRAKESH</b>					<b>332</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>30.9</b>	<b>42.9</b>	<b>11.4</b>	<b>3.0</b>	<b>1.8</b>	<b>1.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>81.6</b>	<b>12</b>	<b>313</b>
MARSA ALAM																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	5	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	7	100.0	3	5
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	9	3
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4
	GATWICK	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	2	80.0	7	5
	GATWICK	TUI AIRWAYS LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	5
<b>TOTAL MARSA ALAM</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>40.0</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>4</b>	<b>27</b>
MARSEILLE																						
	EDINBURGH	JET2.COM 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	65	0.0	0	0
	EDINBURGH	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	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	0.0	9	62.5	13	7
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	3	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.0	9	25
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	6	25
	GATWICK	EASYJET UK LTD	S	A	23	0	0	8.7	39.1	26.1	8.7	13.0	4.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	23	0	0	0.0	39.1	34.8	21.7	0.0	4.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	63	0	0	19.0	57.1	15.9	1.6	4.8	1.6	0.0	0.0	0.0	0.0	0.0	4	87.8	6	72
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	0.0	57.1	34.9	3.2	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	91.9	3	72
	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	90.9	4	11
	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	81.8	5	11
	LUTON	EASYJET UK LTD	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	4	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										JAN 2018							
										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
STANSTED	RYANAIR	S	A	31	0	0	3.2	32.3	35.5	12.9	16.1	0.0	0.0	0.0	0.0	0.0	0.0	12	74.2	8	31						
STANSTED	RYANAIR	S	D	31	0	0	0.0	22.6	74.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	5	31						
<b>TOTAL MARSEILLE</b>				<b>272</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>44.9</b>	<b>35.7</b>	<b>6.3</b>	<b>5.9</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>7</b>	<b>85.9</b>	<b>6</b>	<b>293</b>						
MAURITIUS																											
GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.3	77	22						
GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	40.9	40.9	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9	60.9	36	22						
GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	26	60.0	10	5						
GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	14	4						
HEATHROW	AIR MAURITIUS LTD	S	A	14	0	0	14.3	14.3	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	53.3	68	15						
HEATHROW	AIR MAURITIUS LTD	S	D	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	2	60.0	33	15						
<b>TOTAL MAURITIUS</b>				<b>80</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>33.8</b>	<b>25.0</b>	<b>7.5</b>	<b>5.0</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>9</b>	<b>64.7</b>	<b>50</b>	<b>83</b>						
MELBOURNE																											
HEATHROW	QANTAS	S	A	30	0	1	0.0	9.7	22.6	35.5	16.1	3.2	0.0	6.5	3.2	0.0	3.2	77	54.8	20	30						
HEATHROW	QANTAS	S	D	30	0	1	0.0	22.6	61.3	0.0	6.5	3.2	0.0	0.0	3.2	0.0	3.2	30	71.0	11	30						
<b>TOTAL MELBOURNE</b>				<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.1</b>	<b>41.9</b>	<b>17.7</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>53</b>	<b>62.9</b>	<b>16</b>	<b>60</b>						
MEMMINGEN ALLGAU																											
BRISTOL	ENTER AIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0						
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
EDINBURGH	RYANAIR	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	2	0.0	0	0						
STANSTED	RYANAIR	S	A	21	0	0	4.8	14.3	4.8	38.1	23.8	9.5	4.8	0.0	0.0	0.0	0.0	36	83.9	28	31						
STANSTED	RYANAIR	S	D	22	0	0	0.0	9.1	59.1	9.1	9.1	13.6	0.0	0.0	0.0	0.0	0.0	23	61.3	13	31						
<b>TOTAL MEMMINGEN ALLGAU</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.6</b>	<b>32.3</b>	<b>21.0</b>	<b>11.3</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.6</b>	<b>20</b>	<b>62</b>						
MEXICO CITY																											
HEATHROW	AEROMEXICO	S	A	31	0	0	45.2	22.6	12.9	3.2	16.1	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	23	30						
HEATHROW	AEROMEXICO	S	D	31	0	0	0.0	51.6	41.9	0.0	0.0	3.2	3.2	0.0	0.0	0.0	0.0	9	93.3	2	30						
HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	31.8	31.8	4.5	13.6	4.5	4.5	4.5	4.5	0.0	0.0	0.0	26	81.8	9	22						
HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	14.3	52.4	9.5	14.3	4.8	0.0	4.8	0.0	0.0	0.0	23	86.4	8	22						
<b>TOTAL MEXICO CITY</b>				<b>105</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>31.4</b>	<b>27.6</b>	<b>5.7</b>	<b>8.6</b>	<b>2.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.6</b>	<b>11</b>	<b>104</b>						
MIAMI INTERNATIONAL																											
HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	22.6	22.6	16.1	12.9	12.9	9.7	3.2	0.0	0.0	0.0	0.0	23	76.7	21	60						
HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	51.6	41.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.0	11	60						
HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	21.5	33.3	16.1	14.0	7.5	4.3	3.2	0.0	0.0	0.0	0.0	15	85.5	6	62						
HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	30.1	41.9	10.8	9.7	3.2	2.2	2.2	0.0	0.0	0.0	19	69.4	13	62						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											JAN 2018				
						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	VIRGIN ATLANTIC AIRWAYS LTD	S	A	53	0	0	35.8	37.7	24.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2	93.2	7	44	
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	52	0	0	0.0	53.8	38.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	5	83.7	16	43	
<b>TOTAL MIAMI INTERNATIONAL</b>						<b>353</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>36.8</b>	<b>29.7</b>	<b>9.1</b>	<b>6.2</b>	<b>2.8</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.6</b>	<b>12</b>	<b>331</b>
MILAN (LINATE)		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.8	5	82	
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.6	8	82	
		GATWICK	EASYJET UK LTD	S	A	81	0	0	12.3	54.3	23.5	2.5	4.9	2.5	0.0	0.0	0.0	0.0	6	0.0	0	0	
		GATWICK	EASYJET UK LTD	S	D	81	0	1	0.0	57.3	30.5	6.1	2.4	1.2	1.2	0.0	0.0	1.2	6	0.0	0	0	
		GATWICK	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
		HEATHROW	ALITALIA (CAI)	S	A	62	0	0	17.7	50.0	21.0	9.7	1.6	0.0	0.0	0.0	0.0	0.0	3	64.5	13	62	
		HEATHROW	ALITALIA (CAI)	S	D	62	0	0	1.6	66.1	21.0	8.1	3.2	0.0	0.0	0.0	0.0	0.0	4	90.3	5	62	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	3	29.5	44.3	19.1	3.3	2.2	0.0	0.0	0.0	0.0	1.6	3	73.8	10	181	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	3	0.0	61.7	31.1	4.9	0.0	0.5	0.0	0.0	0.0	1.6	3	89.3	4	181	
		LONDON CITY	ALITALIA (CAI)	S	A	147	0	2	23.5	49.0	17.4	5.4	2.0	1.3	0.0	0.0	0.0	1.3	4	86.9	6	122	
		LONDON CITY	ALITALIA (CAI)	S	D	145	0	3	0.0	41.2	41.2	10.8	3.4	1.4	0.0	0.0	0.0	2.0	7	79.5	8	121	
		LONDON CITY	BA CITYFLYER LTD	S	A	102	0	1	17.5	50.5	20.4	5.8	2.9	1.9	0.0	0.0	0.0	1.0	5	79.7	6	66	
		LONDON CITY	BA CITYFLYER LTD	S	D	103	0	0	0.0	24.3	56.3	10.7	2.9	5.8	0.0	0.0	0.0	0.0	10	64.3	16	69	
		STANSTED	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	100.0	10	1	
		STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
		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	87.5	3	8	
		SOUTHEND	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL MILAN (LINATE)</b>						<b>1143</b>	<b>0</b>	<b>13</b>	<b>11.2</b>	<b>49.1</b>	<b>28.4</b>	<b>6.4</b>	<b>2.3</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>5</b>	<b>81.3</b>	<b>8</b>	<b>1047</b>
MILAN (MALPENSA)		BIRMINGHAM	FLYBE LTD	S	A	29	0	0	6.9	51.7	31.0	6.9	0.0	3.4	0.0	0.0	0.0	0.0	6	82.1	6	27	
		BIRMINGHAM	FLYBE LTD	S	D	29	0	0	0.0	10.3	72.4	17.2	0.0	0.0	0.0	0.0	0.0	0.0	8	82.1	7	27	
		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	40.0	36	10	
		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	45.5	30	11	
		CARDIFF WALES	FLYBE LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	9	13	
		CARDIFF WALES	FLYBE LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	5	13	
		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	83.9	8	31	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	11	31	
	EDINBURGH	EASYJET UK LTD	S	A	24	0	0	12.5	29.2	29.2	25.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	24	0	0	0.0	16.7	41.7	29.2	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	10	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	15	10	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	21.4	42.9	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	46.2	17	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	14.3	50.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	38.5	21	13	
	GATWICK	ALBA STAR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.3	10	143	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.1	9	143	
	GATWICK	EASYJET UK LTD	S	A	140	0	0	13.6	29.3	33.6	10.7	7.1	4.3	0.0	1.4	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	140	0	2	0.7	45.1	29.6	11.3	8.5	2.1	0.0	1.4	0.0	0.0	1.4	13	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	3	17.9	42.9	21.4	7.1	6.0	0.0	1.2	0.0	0.0	0.0	3.6	7	77.6	8	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	82	0	2	0.0	59.5	29.8	6.0	0.0	1.2	1.2	0.0	0.0	0.0	2.4	5	93.1	2	57	
	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	66.7	16	39	
	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	82.1	10	39	
	LUTON	EASYJET UK LTD	S	A	33	0	0	6.1	39.4	21.2	21.2	3.0	3.0	3.0	3.0	0.0	0.0	0.0	21	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	32	0	0	0.0	34.4	53.1	9.4	0.0	0.0	3.1	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LUTON	EUROPEAN AIR TRANSPORT LEIPZIG (EAT)	S	D	0	0	0	0.0	0.0	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	62	0	0	3.2	16.1	40.3	16.1	19.4	4.8	0.0	0.0	0.0	0.0	0.0	19	38.9	30	36	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	8.1	51.6	17.7	22.6	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	13	36	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	6	22	
	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	50.0	19	22	
	MANCHESTER	EASYJET UK LTD	S	A	23	0	0	4.3	30.4	34.8	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	23	0	0	0.0	21.7	4.3	30.4	30.4	13.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	16	0	1	0.0	17.6	41.2	17.6	17.6	0.0	0.0	0.0	0.0	0.0	5.9	17	61.9	15	20	
	MANCHESTER	FLYBE LTD	S	D	16	0	1	0.0	0.0	64.7	11.8	11.8	5.9	0.0	0.0	0.0	0.0	5.9	15	71.4	8	20	
<b>TOTAL MILAN (MALPENSA)</b>					<b>848</b>	<b>0</b>	<b>9</b>	<b>5.3</b>	<b>32.6</b>	<b>35.5</b>	<b>13.8</b>	<b>8.6</b>	<b>2.2</b>	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>73.6</b>	<b>11</b>	<b>845</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: M																	JAN 2018			
		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
MINNEAPOLIS-ST PAUL																						
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	192	1
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	83.9	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	6	27
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	83.9	9.7	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	6	85.7	5	27
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>41.9</b>	<b>45.2</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.5</b>	<b>9</b>	<b>55</b>
MINSK INT'L																						
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	53.8	16	13
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	0.0	23.1	46.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	61.5	15	13
<b>TOTAL MINSK INT'L</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>53.8</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>0.0</b>	<b>8</b>	<b>57.7</b>	<b>16</b>	<b>26</b>
MONTEGO BAY																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	3	5
	BIRMINGHAM	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	7	80.0	8	5
	CARDIFF WALES	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	11	50.0	10	2
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
	GLASGOW	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	24	1
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	150	0.0	67	1
	GATWICK	TUI AIRWAYS LTD	C	A	15	0	0	0.0	6.7	20.0	20.0	20.0	26.7	0.0	6.7	0.0	0.0	0.0	50	64.7	11	17
	GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	66.7	13.3	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	94.1	10	17
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	15.4	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	2	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	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	76.9	6	13
	STANSTED	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	3	100.0	5	1
	STANSTED	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	6	1
	MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	14.3	0.0	28.6	28.6	7.1	14.3	0.0	0.0	7.1	0.0	0.0	53	76.9	11	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	42.9	21.4	21.4	7.1	0.0	0.0	7.1	0.0	0.0	59	78.6	11	14
	NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	18	1
<b>TOTAL MONTEGO BAY</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>14.7</b>	<b>42.2</b>	<b>14.7</b>	<b>10.8</b>	<b>9.8</b>	<b>1.0</b>	<b>1.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>77.4</b>	<b>9</b>	<b>106</b>
MONTPELLIER																						
	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	0.0	0	100.0	0	1
	EDINBURGH	RYANAIR	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
	EDINBURGH	RYANAIR	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	47	0.0	0	0
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	117	1
	EXETER	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	41	1
	GATWICK	AIR ARABIA 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	12	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
																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	
MONTPELLIER		GATWICK		EASYJET AIRLINE COMPANY LTD		S A		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 85.2		6	27						
MONTPELLIER		GATWICK		EASYJET AIRLINE COMPANY LTD		S D		0 0		0 0		0 0		0 0		0 0		0 0		0 0		0 96.3		3	27						
MONTPELLIER		GATWICK		EASYJET UK LTD		S A		23 0		0 0		17.4 30.4		26.1 8.7		13.0 4.3		0.0 0.0		0.0 0.0		13 0.0		0	0						
MONTPELLIER		GATWICK		EASYJET UK LTD		S D		23 0		0 0		0.0 39.1		47.8 4.3		8.7 0.0		0.0 0.0		0.0 0.0		7 0.0		0	0						
MONTPELLIER		NEWCASTLE		JET2.COM LTD		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		24 0.0		0	0						
MONTPELLIER		NEWCASTLE		JET2.COM LTD		C D		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 0.0		0	0						
<b>TOTAL MONTPELLIER</b>								<b>50 0</b>		<b>0 0</b>		<b>8.0 32.0</b>		<b>38.0 8.0</b>		<b>12.0 2.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>11 87.9</b>		<b>7</b>	<b>58</b>						
MONTREAL (DORVAL)		HEATHROW		AIR CANADA		S A		31 0		0 0		9.7 22.6		32.3 9.7		22.6 3.2		0.0 0.0		0.0 0.0		16 45.2		32	30						
MONTREAL (DORVAL)		HEATHROW		AIR CANADA		S D		31 0		0 0		0.0 38.7		45.2 9.7		3.2 3.2		0.0 0.0		0.0 0.0		9 83.9		8	30						
MONTREAL (DORVAL)		HEATHROW		AIR FRANCE		S A		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		10 0.0		0	0						
MONTREAL (DORVAL)		HEATHROW		BRITISH AIRWAYS PLC		S A		31 0		0 0		22.6 16.1		9.7 19.4		16.1 16.1		0.0 0.0		0.0 0.0		28 61.3		42	31						
MONTREAL (DORVAL)		HEATHROW		BRITISH AIRWAYS PLC		S D		31 0		0 0		0.0 19.4		48.4 6.5		12.9 6.5		6.5 0.0		0.0 0.0		25 64.5		20	31						
<b>TOTAL MONTREAL (DORVAL)</b>								<b>125 0</b>		<b>0 0</b>		<b>8.0 24.0</b>		<b>34.4 11.2</b>		<b>13.6 7.2</b>		<b>1.6 0.0</b>		<b>0.0 0.0</b>		<b>19 63.7</b>		<b>26</b>	<b>122</b>						
MOSCOW (DOMODEDOVO)		HEATHROW		BRITISH AIRWAYS PLC		S A		57 0		0 0		22.8 35.1		29.8 7.0		3.5 1.8		0.0 0.0		0.0 0.0		6 80.5		10	82						
MOSCOW (DOMODEDOVO)		HEATHROW		BRITISH AIRWAYS PLC		S D		57 0		0 0		0.0 38.6		49.1 10.5		1.8 0.0		0.0 0.0		0.0 0.0		6 90.4		3	83						
<b>TOTAL MOSCOW (DOMODEDOVO)</b>								<b>114 0</b>		<b>0 0</b>		<b>11.4 36.8</b>		<b>39.5 8.8</b>		<b>2.6 0.9</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>6 85.5</b>		<b>7</b>	<b>165</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 64.5		15	31						
MOSCOW (SHEREMETYEVO)		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 77.4		7	31						
MOSCOW (SHEREMETYEVO)		HEATHROW		AEROFLOT		S A		132 0		1 0		27.8 38.3		23.3 6.8		3.0 0.0		0.0 0.0		0.0 0.0		4 60.4		17	101						
MOSCOW (SHEREMETYEVO)		HEATHROW		AEROFLOT		S D		131 0		1 0		6.1 64.4		25.0 3.0		0.0 0.8		0.0 0.0		0.0 0.0		2 82.4		9	102						
MOSCOW (SHEREMETYEVO)		HEATHROW		BRITISH AIRWAYS PLC		S A		24 0		0 0		29.2 29.2		20.8 4.2		16.7 0.0		0.0 0.0		0.0 0.0		10 0.0		0	0						
MOSCOW (SHEREMETYEVO)		HEATHROW		BRITISH AIRWAYS PLC		S D		24 0		0 0		0.0 37.5		54.2 8.3		0.0 0.0		0.0 0.0		0.0 0.0		4 0.0		0	0						
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>								<b>311 0</b>		<b>2 0</b>		<b>16.6 48.6</b>		<b>26.2 5.1</b>		<b>2.6 0.3</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>4 71.3</b>		<b>12</b>	<b>265</b>						
MUMBAI		HEATHROW		AIR INDIA		S A		31 0		0 0		9.7 22.6		16.1 12.9		16.1 16.1		3.2 3.2		0.0 0.0		38 77.4		8	31						
MUMBAI		HEATHROW		AIR INDIA		S D		31 0		0 0		0.0 22.6		35.5 9.7		12.9 12.9		3.2 3.2		0.0 0.0		34 87.1		7	31						
MUMBAI		HEATHROW		BRITISH AIRWAYS PLC		S A		62 0		0 0		21.0 22.6		30.6 14.5		9.7 1.6		0.0 0.0		0.0 0.0		11 71.0		12	62						
MUMBAI		HEATHROW		BRITISH AIRWAYS PLC		S D		62 0		0 0		0.0 27.4		41.9 12.9		9.7 8.1		0.0 0.0		0.0 0.0		16 75.8		12	62						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: M																	JAN 2018				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								8.6	17.2	28.0	22.6	15.1	5.4	2.2	0.0	1.1	0.0	0.0	27	53.8	21	93	
	HEATHROW	JET AIRWAYS	S	A	93	0	0	8.6	17.2	28.0	22.6	15.1	5.4	2.2	0.0	1.1	0.0	0.0	27	53.8	21	93	
	HEATHROW	JET AIRWAYS	S	D	93	0	0	1.1	38.7	37.6	11.8	5.4	2.2	2.2	0.0	1.1	0.0	0.0	16	84.9	6	93	
	MANCHESTER	JET AIRWAYS	S	A	21	0	0	23.8	28.6	33.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	MANCHESTER	JET AIRWAYS	S	D	21	0	0	4.8	9.5	42.9	28.6	4.8	9.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL MUMBAI</b>					<b>414</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>25.4</b>	<b>33.3</b>	<b>15.5</b>	<b>10.1</b>	<b>5.8</b>	<b>1.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.8</b>	<b>12</b>	<b>372</b>	
MUNICH																							
	BIRMINGHAM	CITY AIRLINE	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	BIRMINGHAM	CITY AIRLINE	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	
	BIRMINGHAM	LUFTHANSA	S	A	82	0	3	1.2	42.4	27.1	12.9	7.1	5.9	0.0	0.0	0.0	0.0	3.5	13	81.2	11	85	
	BIRMINGHAM	LUFTHANSA	S	D	81	0	3	0.0	15.5	51.2	14.3	4.8	7.1	3.6	0.0	0.0	0.0	3.6	20	80.0	11	84	
	BRISTOL	BMI REGIONAL	S	A	43	0	0	0.0	0.0	30.2	27.9	25.6	14.0	2.3	0.0	0.0	0.0	0.0	37	36.7	32	48	
	BRISTOL	BMI REGIONAL	S	D	42	0	0	0.0	64.3	16.7	4.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	10	69.4	15	49	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1	
	CARDIFF WALES	FLYBE LTD	S	A	3	0	0	0.0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	94	81.8	5	11	
	CARDIFF WALES	FLYBE LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	11	
	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	66.7	20	15	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	22	15	
	EDINBURGH	EASYJET UK LTD	S	A	14	0	0	7.1	14.3	28.6	14.3	21.4	14.3	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	11	0	0	0.0	18.2	36.4	18.2	9.1	18.2	0.0	0.0	0.0	0.0	0.0	29	50.0	17	14	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	11	0	0	0.0	9.1	27.3	45.5	0.0	18.2	0.0	0.0	0.0	0.0	0.0	29	71.4	19	14	
	EDINBURGH	LUFTHANSA	S	A	9	0	0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	EDINBURGH	LUFTHANSA	S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GLASGOW	LUFTHANSA	S	A	20	0	1	4.8	23.8	28.6	23.8	4.8	4.8	4.8	0.0	0.0	0.0	4.8	21	72.2	10	17	
	GLASGOW	LUFTHANSA	S	D	20	0	1	0.0	23.8	28.6	28.6	4.8	4.8	4.8	0.0	0.0	0.0	4.8	19	72.2	11	17	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	101	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	8	63	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	63	
	GATWICK	EASYJET UK LTD	S	A	61	0	0	9.8	21.3	31.1	13.1	19.7	4.9	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	61	0	0	0.0	55.7	31.1	13.1	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 JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	0.0	69	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	207	0	4	25.1	38.9	20.4	2.8	7.1	3.8	0.0	0.0	0.0	0.0	1.9	8	76.7	10	215		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	4	0.0	50.5	37.1	6.7	3.3	0.5	0.0	0.0	0.0	0.0	1.9	5	87.2	6	216		
	HEATHROW	LUFTHANSA	S	A	228	0	5	12.9	30.5	31.3	10.7	8.2	3.4	0.4	0.4	0.0	0.0	2.1	13	67.2	12	227		
	HEATHROW	LUFTHANSA	S	D	226	0	5	0.0	36.4	39.8	7.4	9.1	4.3	0.4	0.4	0.0	0.0	2.2	13	74.6	10	226		
	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	47.6	24	21		
	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	76.2	15	21		
	LUTON	EASYJET UK LTD	S	A	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	0.0	0	0		
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	15.4	53.8	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	20		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	20		
	STANSTED	EASYJET UK LTD	S	A	16	0	0	0.0	25.0	18.8	18.8	12.5	12.5	12.5	0.0	0.0	0.0	0.0	36	0.0	0	0		
	STANSTED	EASYJET UK LTD	S	D	16	0	0	0.0	56.3	31.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	30	0	1	0.0	9.7	41.9	12.9	19.4	9.7	3.2	0.0	0.0	0.0	3.2	25	34.5	29	28		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	30	0	1	0.0	12.9	32.3	19.4	19.4	9.7	3.2	0.0	0.0	0.0	3.2	26	44.8	27	29		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	14	20		
	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	85.0	10	20		
	MANCHESTER	EASYJET UK LTD	S	A	20	0	0	0.0	35.0	25.0	0.0	15.0	20.0	5.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	D	20	0	0	0.0	45.0	35.0	0.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	MANCHESTER	LUFTHANSA	S	A	82	0	5	1.1	25.3	39.1	14.9	9.2	2.3	1.1	1.1	0.0	0.0	5.7	18	74.7	12	87		
	MANCHESTER	LUFTHANSA	S	D	83	0	4	1.1	24.1	41.4	11.5	9.2	5.7	1.1	1.1	0.0	0.0	4.6	19	79.3	10	86		
	MANCHESTER	SUNDAIR GMBH	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	MANCHESTER	SUNDAIR GMBH	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	512	0.0	0	0		
	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	36.7	35	46		
	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	51.0	30	45		
<b>TOTAL MUNICH</b>					<b>1683</b>	<b>0</b>	<b>37</b>	<b>5.5</b>	<b>33.4</b>	<b>33.7</b>	<b>10.7</b>	<b>8.5</b>	<b>4.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>72.7</b>	<b>13</b>	<b>1837</b>		
MURCIA INTERNATIONAL	BIRMINGHAM	RYANAIR	S	A	5	0	0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	A	5	0	0	20.0	40.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	6	0	0	0.0	16.7	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	6	0	0	0.0	33.3	16.7	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
LEEDS BRADFORD	RYANAIR	S	A	3	0	1	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	0.0	0	0		
LEEDS BRADFORD	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	1	0.0	0	0		
LIVERPOOL (JOHN LENNON)	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		
GATWICK	EASYJET UK LTD	S	A	8	0	0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	EASYJET UK LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LUTON	RYANAIR	S	A	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	20	0.0	0	0		
LUTON	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
STANSTED	RYANAIR	S	A	12	0	0	8.3	41.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
STANSTED	RYANAIR	S	D	12	0	0	0.0	16.7	58.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
MANCHESTER	RYANAIR	S	A	7	0	0	0.0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
MANCHESTER	RYANAIR	S	D	7	0	0	0.0	28.6	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
SOUTHEND	EASYJET UK LTD	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHEND	EASYJET UK LTD	S	D	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL MURCIA INTERNATIONAL</b>				<b>120</b>	<b>0</b>	<b>1</b>	<b>7.4</b>	<b>36.4</b>	<b>33.9</b>	<b>11.6</b>	<b>5.0</b>	<b>4.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MURCIA SAN JAVIER																							
BIRMINGHAM	RYANAIR	S	A	5	0	0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9		
BIRMINGHAM	RYANAIR	S	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9		
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	90.0	5	10		
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	90.0	7	10		
BRISTOL	EASYJET UK LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	EASYJET UK LTD	S	D	4	1	0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	7	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	13		
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	100.0	4	13		
LEEDS BRADFORD	RYANAIR	S	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9		
LEEDS BRADFORD	RYANAIR	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	3	20
	GATWICK	EASYJET UK LTD	S	A	11	0	0	54.5	27.3	9.1	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	27	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	45.5	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	30	0.0	0	0
	LUTON	RYANAIR	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	0.0	8	92.3	7	13
	LUTON	RYANAIR	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13
	STANSTED	RYANAIR	S	A	9	0	0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	19
	STANSTED	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	19
	MANCHESTER	RYANAIR	S	A	7	0	0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	14
	MANCHESTER	RYANAIR	S	D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	14
	SOUTHEND	EASYJET UK LTD	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	0.0	15	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>15.3</b>	<b>49.2</b>	<b>23.7</b>	<b>5.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>9</b>	<b>95.3</b>	<b>4</b>	<b>215</b>
MUSCAT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	5.9	29.4	47.1	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	10	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	50.0	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	81.0	13	21
	HEATHROW	OMAN AIR	S	A	62	0	0	17.7	27.4	25.8	12.9	14.5	1.6	0.0	0.0	0.0	0.0	0.0	13	33.9	30	62
	HEATHROW	OMAN AIR	S	D	62	0	0	6.5	30.6	43.5	4.8	11.3	1.6	1.6	0.0	0.0	0.0	0.0	12	69.4	17	62
	MANCHESTER	OMAN AIR	S	A	30	0	1	0.0	16.1	19.4	25.8	29.0	6.5	0.0	0.0	0.0	0.0	3.2	24	35.5	26	31
	MANCHESTER	OMAN AIR	S	D	30	0	1	0.0	12.9	32.3	35.5	12.9	3.2	0.0	0.0	0.0	0.0	3.2	20	64.5	19	31
<b>TOTAL MUSCAT</b>					<b>219</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>26.7</b>	<b>32.6</b>	<b>14.9</b>	<b>14.9</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>55.7</b>	<b>21</b>	<b>228</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: N																	JAN 2018				
		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																							
	GATWICK	NETJETS TRANSPORTES AEREOS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	32.3	48.4	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	41.9	22	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	64.5	9.7	3.2	6.5	0.0	0.0	0.0	0.0	0.0	12	83.9	12	31	
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	22.6	32.3	32.3	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	54.8	17	31	
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	0.0	54.8	25.8	3.2	9.7	3.2	3.2	0.0	0.0	0.0	0.0	15	67.7	12	31	
<b>TOTAL NAIROBI</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.6</b>	<b>43.2</b>	<b>8.0</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>62.1</b>	<b>16</b>	<b>124</b>	
NANTES																							
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3	
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	10	3	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	70	8	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	8	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	4	38	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	6	38	
	GATWICK	EASYJET UK LTD	S	A	39	0	0	23.1	48.7	15.4	5.1	5.1	2.6	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	39	0	0	0.0	51.3	30.8	7.7	10.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18	
	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	83.3	5	18	
	LUTON	EASYJET UK LTD	S	A	10	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	RYANAIR	S	A	17	0	1	0.0	5.6	22.2	55.6	5.6	5.6	0.0	0.0	0.0	0.0	5.6	23	0.0	0	0	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	29.4	52.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	43	2	
	MANCHESTER	FLYBE LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
	SOUTHAMPTON	FLYBE LTD	S	A	10	0	0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	92.3	8	13	
	SOUTHAMPTON	FLYBE LTD	S	D	10	0	0	0.0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	85.7	9	14	
<b>TOTAL NANTES</b>					<b>180</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>37.6</b>	<b>33.1</b>	<b>11.0</b>	<b>9.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>84.8</b>	<b>10</b>	<b>165</b>	
NAPLES																							
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	40.0	30.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	10	0	0	10.0	70.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	A	7	0	1	0.0	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	19	0.0	0	0	
	EDINBURGH	EASYJET UK LTD	S	D	7	0	1	0.0	37.5	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	12.5	21	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	4.2	25.0	54.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	76.0	16	25	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																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								
GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	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	4	88.0	9	25															
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	3	31																
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	31																
GATWICK	EASYJET UK LTD	S	A	31	0	0	19.4	38.7	16.1	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0																
GATWICK	EASYJET UK LTD	S	D	31	0	0	0.0	51.6	48.4	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	0	0	0	0.0	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	7	23																
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	7	23																
LUTON	EASYJET UK LTD	S	A	22	0	0	9.1	36.4	36.4	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0																
LUTON	EASYJET UK LTD	S	D	21	0	0	0.0	38.1	52.4	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0																
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.0	11	25																
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.0	4	25																
STANSTED	EASYJET UK LTD	S	A	21	0	0	0.0	42.9	38.1	4.8	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0																
STANSTED	EASYJET UK LTD	S	D	21	0	0	0.0	42.9	52.4	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	11	0.0	0	0																
STANSTED	RYANAIR	S	A	33	0	0	3.0	42.4	36.4	6.1	3.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	78.1	16	32																
STANSTED	RYANAIR	S	D	33	0	0	0.0	30.3	60.6	0.0	3.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	11	32																
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	66.7	17	9																
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	33.3	30	9																
<b>TOTAL NAPLES</b>				<b>313</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>38.1</b>	<b>41.9</b>	<b>6.7</b>	<b>5.1</b>	<b>2.9</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>83.8</b>	<b>10</b>	<b>290</b>																	
NASHVILLE METROPOLITAN																																						
HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	35.3	17.6	5.9	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0																
HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	52.9	29.4	5.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0																
<b>TOTAL NASHVILLE METROPOLITAN</b>				<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>17.6</b>	<b>11.8</b>	<b>5.9</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>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>																	
NEW ORLEANS																																						
HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	47.6	19.0	23.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.4	8	21																
HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	9.5	61.9	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	69.6	13	23																
<b>TOTAL NEW ORLEANS</b>				<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>14.3</b>	<b>42.9</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>8</b>	<b>77.8</b>	<b>11</b>	<b>44</b>																	
NEW YORK (JF KENNEDY)																																						
EDINBURGH	DELTA AIRLINES	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	2	60.0	8	4																
EDINBURGH	DELTA AIRLINES	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	6	4																
GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	1	15.0	55.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	4	56.3	47	28																	
GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	1	0.0	42.1	36.8	0.0	15.8	0.0	0.0	0.0	0.0	0.0	5.3	9	66.7	22	28																	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE												JAN 2018		
						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)
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	46.9	55	57	
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	74.1	20	58	
GATWICK	NORWEGIAN AIR UK LTD	S	A	80	0	0	15.0	22.5	26.3	18.8	15.0	2.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
GATWICK	NORWEGIAN AIR UK LTD	S	D	80	0	0	0.0	40.0	38.8	12.5	3.8	5.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
HEATHROW	AMERICAN AIRLINES	S	A	103	0	0	37.9	32.0	18.4	5.8	4.9	1.0	0.0	0.0	0.0	0.0	0.0	5	78.2	13	94	
HEATHROW	AMERICAN AIRLINES	S	D	103	0	0	1.0	70.9	24.3	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	85.1	17	94	
HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	3	36.3	35.0	15.5	4.0	4.0	3.1	0.9	0.0	0.0	0.0	1.3	7	77.4	25	221	
HEATHROW	BRITISH AIRWAYS PLC	S	D	227	0	3	0.0	18.7	52.2	13.5	9.1	3.9	0.9	0.4	0.0	0.0	1.3	16	74.2	12	224	
HEATHROW	DELTA AIRLINES	S	A	61	0	1	16.1	45.2	19.4	9.7	4.8	0.0	3.2	0.0	0.0	0.0	1.6	10	67.3	32	104	
HEATHROW	DELTA AIRLINES	S	D	61	0	1	0.0	69.4	17.7	3.2	1.6	4.8	0.0	1.6	0.0	0.0	1.6	11	84.4	9	103	
HEATHROW	EMIRATES	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	488	0.0	0	0	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
HEATHROW	VIRGIN ATLANTIC 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	21	0.0	0	0	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	168	0	1	39.6	30.8	17.8	7.1	3.6	0.6	0.0	0.0	0.0	0.0	0.6	4	73.2	32	107	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	167	0	2	0.0	47.9	33.7	8.3	4.7	3.0	1.2	0.0	0.0	0.0	1.2	10	80.2	25	108	
LONDON CITY	BRITISH AIRWAYS PLC	S	A	22	0	0	45.5	31.8	18.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4	95.2	3	21	
LONDON CITY	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	56.5	39.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	95.5	2	22	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	7.1	0.0	35.7	35.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	21	43.8	87	13	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	14.3	50.0	14.3	0.0	7.1	7.1	7.1	0.0	0.0	0.0	43	92.3	11	13	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	7.7	38.5	0.0	23.1	7.7	15.4	7.7	0.0	0.0	0.0	0.0	34	60.0	27	14	
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	15.4	69.2	0.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0	34	78.6	14	13	
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1420</b>	<b>0</b>	<b>13</b>	<b>15.8</b>	<b>37.2</b>	<b>28.6</b>	<b>8.4</b>	<b>5.4</b>	<b>2.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>74.9</b>	<b>22</b>	<b>1330</b>	
NEW YORK (NEWARK)																						
EDINBURGH	UNITED AIRLINES	S	A	31	0	0	16.1	41.9	19.4	0.0	9.7	6.5	3.2	3.2	0.0	0.0	0.0	22	81.5	10	26	
EDINBURGH	UNITED AIRLINES	S	D	31	0	0	12.9	45.2	16.1	9.7	3.2	6.5	3.2	3.2	0.0	0.0	0.0	21	67.9	20	25	
LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	40	1	
HEATHROW	AIR INDIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	10	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																More than 15 m early	15 m to 30 m early	30 m to 45 m early	45 m to 60 m early	60 m to 75 m early	75 m to 90 m early	90 m to 105 m early	105 m to 120 m early	120 m to 135 m early	135 m to 150 m early	150 m to 165 m early	165 m to 180 m early	180 m to 200 m early	200 m to 215 m early	215 m to 230 m early	230 m to 245 m early	245 m to 260 m early	260 m to 275 m early	275 m to 290 m early	290 m to 305 m early	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
HEATHROW	AIR INDIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	44	14																
HEATHROW	BRITISH AIRWAYS PLC	S	A	48	0	5	15.1	30.2	28.3	5.7	9.4	0.0	0.0	1.9	0.0	0.0	9.4	13	73.3	18	60																	
HEATHROW	BRITISH AIRWAYS PLC	S	D	47	0	5	0.0	26.9	50.0	3.8	5.8	1.9	0.0	0.0	1.9	0.0	9.6	17	88.1	11	59																	
HEATHROW	UNITED AIRLINES	S	A	144	0	0	34.0	23.6	26.4	6.3	5.6	2.1	1.4	0.0	0.7	0.0	0.0	14	75.8	17	126																	
HEATHROW	UNITED AIRLINES	S	D	144	0	0	0.0	81.3	16.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2	88.0	8	126																	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	2	45.2	16.1	22.6	0.0	6.5	3.2	0.0	0.0	0.0	0.0	6.5	7	82.8	24	29																	
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	3	0.0	54.8	25.8	3.2	6.5	0.0	0.0	0.0	0.0	0.0	9.7	5	89.7	8	29																	
MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	100.0	10	1																	
MANCHESTER	UNITED AIRLINES	S	A	31	0	0	22.6	25.8	19.4	3.2	16.1	3.2	6.5	3.2	0.0	0.0	0.0	30	83.9	8	30																	
MANCHESTER	UNITED AIRLINES	S	D	31	0	0	12.9	51.6	6.5	12.9	3.2	9.7	0.0	3.2	0.0	0.0	0.0	21	90.3	5	30																	
NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0																	
<b>TOTAL NEW YORK (NEWARK)</b>				<b>567</b>	<b>0</b>	<b>15</b>	<b>15.6</b>	<b>43.6</b>	<b>23.5</b>	<b>4.3</b>	<b>5.7</b>	<b>2.4</b>	<b>1.0</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>80.6</b>	<b>14</b>	<b>569</b>																	
NEWBURGH/USA																																						
BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	16	9																	
BELFAST INTERNATIONAL	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	77.8	11	9																	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	23	0	1	54.2	16.7	12.5	0.0	8.3	4.2	0.0	0.0	0.0	0.0	4.2	8	71.4	25	14																	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	22	0	1	21.7	30.4	17.4	13.0	4.3	8.7	0.0	0.0	0.0	0.0	4.3	13	92.3	9	13																	
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	160	1																	
<b>TOTAL NEWBURGH/USA</b>				<b>45</b>	<b>0</b>	<b>2</b>	<b>38.3</b>	<b>23.4</b>	<b>14.9</b>	<b>6.4</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>11</b>	<b>80.4</b>	<b>19</b>	<b>46</b>																	
NEWCASTLE																																						
ABERDEEN	EASTERN AIRWAYS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0																	
ABERDEEN	FLYBE LTD	S	A	26	0	49	1.3	16.0	8.0	4.0	2.7	1.3	0.0	1.3	0.0	0.0	65.3	19	62.8	20	38																	
ABERDEEN	FLYBE LTD	S	D	29	0	28	1.8	22.8	14.0	3.5	1.8	7.0	0.0	0.0	0.0	0.0	49.1	13	50.0	20	35																	
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	47.6	23	21																	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	15	21																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	4	78																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	10	78																	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	76	0	0	22.4	48.7	25.0	2.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0																	
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	76	0	0	0.0	35.5	40.8	17.1	5.3	0.0	1.3	0.0	0.0	0.0	0.0	10	0.0	0	0																	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	FLYBE LTD	S D	0	0	0	0	0	0.0	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	1	0	0	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	0	1		
BRISTOL	BMI REGIONAL	S D	1	0	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.8	7	53		
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	86.8	9	53		
BRISTOL	EASYJET UK LTD	S A	53	0	0	0	9.4	60.4	18.9	7.5	1.9	0.0	1.9	0.0	0.0	0.0	0.0	6	0.0	0	0		
BRISTOL	EASYJET UK LTD	S D	54	0	0	0	25.9	44.4	16.7	9.3	1.9	0.0	1.9	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRISTOL	FLYBE LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	TUI AIRWAYS LTD	S A	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0		
CARDIFF WALES	BMI REGIONAL	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	BMI REGIONAL	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	EASTERN AIRWAYS	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
CARDIFF WALES	EASTERN AIRWAYS	C D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	EASTERN AIRWAYS	S A	23	0	0	0	47.8	34.8	13.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4	71.1	10	36		
CARDIFF WALES	EASTERN AIRWAYS	S D	22	0	0	0	9.1	50.0	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	8	18		
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EXETER	FLYBE LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1		
EXETER	FLYBE LTD	S A	18	0	0	0	22.2	50.0	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	89.5	5	19		
EXETER	FLYBE LTD	S D	18	0	0	0	0.0	50.0	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	89.5	4	19		
ISLE OF MAN	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	43	1		
ISLE OF MAN	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	0.0	57	1		
LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	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	4	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	119	0	1	22.5	42.5	22.5	6.7	2.5	1.7	0.0	0.8	0.0	0.0	0.8	7	85.7	6	186			
HEATHROW	BRITISH AIRWAYS PLC	S D	119	0	1	0.0	40.8	43.3	10.8	1.7	2.5	0.0	0.0	0.0	0.0	0.8	7	86.7	5	185			
LONDON CITY	EASTERN AIRWAYS	S D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LONDON CITY	FLYBE LTD	S D	38	0	2	0.0	5.0	42.5	25.0	15.0	5.0	2.5	0.0	0.0	0.0	5.0	25	0.0	0	0			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
MANCHESTER	JOTA AVIATION LTD	C D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHAMPTON	FLYBE LTD	S	A	74	0	1	6.7	56.0	22.7	5.3	5.3	2.7	0.0	0.0	0.0	0.0	1.3	8	94.9	5	79	
	SOUTHAMPTON	FLYBE LTD	S	D	74	0	1	0.0	37.3	49.3	6.7	1.3	4.0	0.0	0.0	0.0	0.0	1.3	8	94.9	4	79	
	SOUTHEND	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	38	0.0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>830</b>	<b>0</b>	<b>83</b>	<b>9.6</b>	<b>39.4</b>	<b>28.0</b>	<b>7.7</b>	<b>3.3</b>	<b>2.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>8</b>	<b>83.0</b>	<b>8</b>	<b>1011</b>	
NEWQUAY																							
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	83	4	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	7	2	
	LEEDS BRADFORD	FLYBE LTD	S	A	13	0	0	7.7	69.2	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7	76.9	6	12	
	LEEDS BRADFORD	FLYBE LTD	S	D	13	0	0	0.0	38.5	53.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	100.0	4	13	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	FLYBE LTD	S	A	83	0	1	8.3	72.6	11.9	1.2	2.4	0.0	2.4	0.0	0.0	0.0	1.2	5	88.1	6	84	
	GATWICK	FLYBE LTD	S	D	83	0	1	0.0	42.9	48.8	1.2	2.4	1.2	2.4	0.0	0.0	0.0	1.2	7	88.1	8	84	
	MANCHESTER	FLYBE LTD	S	A	31	0	1	0.0	21.9	56.3	6.3	6.3	3.1	3.1	0.0	0.0	0.0	3.1	16	87.9	13	33	
	MANCHESTER	FLYBE LTD	S	D	32	0	0	0.0	12.5	53.1	15.6	6.3	3.1	3.1	6.3	0.0	0.0	0.0	30	85.3	10	34	
<b>TOTAL NEWQUAY</b>					<b>261</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>47.0</b>	<b>36.7</b>	<b>3.8</b>	<b>3.4</b>	<b>1.9</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>86.9</b>	<b>9</b>	<b>267</b>	
NICE																							
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	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	90.9	4	11	
	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	90.9	5	11	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	11	0	0	18.2	54.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	11	0	0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	11.1	44.4	30.6	8.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	94.1	3	34	
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	55.6	36.1	0.0	2.8	5.6	0.0	0.0	0.0	0.0	0.0	8	94.1	2	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.7	9	74	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.2	4	74	
	GATWICK	EASYJET UK LTD	S	A	67	0	0	19.4	35.8	23.9	7.5	3.0	9.0	1.5	0.0	0.0	0.0	0.0	15	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	67	0	0	0.0	41.8	35.8	14.9	3.0	3.0	1.5	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GATWICK	VISTAJET LTD MALTA	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	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	114	0	2	24.1	47.4	20.7	3.4	1.7	0.9	0.0	0.0	0.0	0.0	1.7	3	76.0	9	152	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	2	0.0	51.3	34.2	8.5	2.6	1.7	0.0	0.0	0.0	0.0	1.7	6	83.1	7	153	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: N																	JAN 2018			
		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
	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	73.3	18	15
	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	86.7	9	15
	LUTON	EASYJET UK LTD	S	A	17	0	0	23.5	29.4	23.5	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	17	0	0	0.0	41.2	41.2	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	48	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	13
	STANSTED	EASYJET UK LTD	S	A	12	0	0	25.0	8.3	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	STANSTED	EASYJET UK LTD	S	D	12	0	0	0.0	50.0	25.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	6.5	25.8	38.7	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	11	40.0	36	30
	STANSTED	RYANAIR	S	D	31	0	0	0.0	25.8	64.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	73.3	15	30
<b>TOTAL NICE</b>					<b>596</b>	<b>0</b>	<b>4</b>	<b>10.2</b>	<b>43.8</b>	<b>30.7</b>	<b>7.8</b>	<b>3.5</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>80.8</b>	<b>10</b>	<b>659</b>
NIEDERRHEIN																						
	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	100.0	1	13
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12
	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	91.7	5	12
<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>94.0</b>	<b>3</b>	<b>50</b>
NIMES																						
	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	70.0	15	10
	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	100.0	4	10
	STANSTED	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	STANSTED	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	5	0.0	0	0
<b>TOTAL NIMES</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>10</b>	<b>20</b>
NORWICH																						
	ABERDEEN	BMI REGIONAL	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	72.7	15	53
	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	69.1	15	54
	ABERDEEN	FLYBE LTD	S	A	59	0	5	20.3	37.5	18.8	0.0	4.7	7.8	1.6	1.6	0.0	0.0	7.8	15	52.9	22	59
	ABERDEEN	FLYBE LTD	S	D	62	0	6	0.0	44.1	33.8	2.9	1.5	5.9	1.5	1.5	0.0	0.0	8.8	12	55.2	26	60
	ABERDEEN	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	3
	EDINBURGH	LOGANAIR LTD	S	A	48	0	0	8.3	62.5	16.7	6.3	4.2	0.0	0.0	2.1	0.0	0.0	0.0	8	87.2	8	44
	EDINBURGH	LOGANAIR LTD	S	D	47	0	0	4.3	57.4	25.5	6.4	4.3	0.0	2.1	0.0	0.0	0.0	0.0	8	78.7	8	44
	EXETER	FLYBE LTD	S	A	18	0	1	5.3	42.1	21.1	15.8	5.3	0.0	0.0	5.3	0.0	0.0	5.3	18	77.8	19	18
	EXETER	FLYBE LTD	S	D	19	0	0	0.0	31.6	47.4	10.5	0.0	5.3	5.3	0.0	0.0	0.0	0.0	18	77.8	19	18
	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	71.4	32	13
	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	57.7	29	20

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	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	123	1	
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	LOGANAIR LTD	S	A	40	0	1	17.1	41.5	17.1	7.3	7.3	0.0	4.9	2.4	0.0	0.0	2.4	20	81.8	11	63	
	MANCHESTER	LOGANAIR LTD	S	D	40	0	1	4.9	48.8	22.0	7.3	7.3	0.0	2.4	2.4	2.4	0.0	2.4	26	81.5	18	64	
	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	100.0	8	1		
	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	100.0	0	1		
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	TEESSIDE INTERNATIONAL AIRPORT	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3		
<b>TOTAL NORWICH</b>					<b>334</b>	<b>0</b>	<b>14</b>	<b>8.3</b>	<b>46.6</b>	<b>24.1</b>	<b>5.7</b>	<b>4.3</b>	<b>2.9</b>	<b>2.0</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>4.0</b>	<b>15</b>	<b>71.4</b>	<b>17</b>	<b>525</b>	
NUREMBERG																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
	GATWICK	BRITISH AIRWAYS PLC	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	100.0	1	4		
	STANSTED	RYANAIR	S	A	47	0	0	4.3	36.2	40.4	10.6	8.5	0.0	0.0	0.0	0.0	0.0	8	75.5	11	53		
	STANSTED	RYANAIR	S	D	48	0	0	0.0	12.5	52.1	22.9	8.3	4.2	0.0	0.0	0.0	0.0	16	66.0	19	53		
	MANCHESTER	RYANAIR	S	A	21	0	0	0.0	42.9	14.3	19.0	23.8	0.0	0.0	0.0	0.0	0.0	16	88.5	7	26		
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	4.8	42.9	14.3	33.3	4.8	0.0	0.0	0.0	0.0	24	57.7	15	26		
<b>TOTAL NUREMBERG</b>					<b>143</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>25.9</b>	<b>40.6</b>	<b>16.1</b>	<b>14.0</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>14</b>	<b>72.9</b>	<b>13</b>	<b>166</b>	
NURSULTAN NAZERBAYEV INTERNATIONAL																							
	HEATHROW	AIR ASTANA	S	A	20	0	0	20.0	55.0	15.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	8	77.3	19	22		
	HEATHROW	AIR ASTANA	S	D	20	0	0	0.0	55.0	20.0	5.0	10.0	5.0	0.0	5.0	0.0	0.0	26	81.8	17	22		
<b>TOTAL NURSULTAN NAZERBAYEV INTERNATIONAL</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>55.0</b>	<b>17.5</b>	<b>2.5</b>	<b>7.5</b>	<b>5.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.5</b>	<b>18</b>	<b>44</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	BELFAST CITY (GEORGE BEST)	FAI FLIGHT-AMBULANCE SERVICE	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	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	90.9	4	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	11	
	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	83.3	14	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	64.7	23	17	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	15.4	46.2	0.0	30.8	0.0	7.7	0.0	0.0	0.0	0.0	13	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	14	0	0	0.0	21.4	64.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL OAKLAND</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>32.1</b>	<b>17.9</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>75.9</b>	<b>14</b>	<b>57</b>	
OLBIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	GATWICK	EASYJET UK LTD	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	5	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL OLBIA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>61.1</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>5</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
OLD WARDEN	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL OLD WARDEN</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)	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	54.5	19	11	
	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	54.5	20	11	
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	0.0	54.5	27.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	11	77.8	27	9	
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	11	55.6	29	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	GATWICK	AIR PORTUGAL	S	A	62	0	0	8.1	41.9	37.1	4.8	6.5	1.6	0.0	0.0	0.0	0.0	8	74.2	13	62	
	GATWICK	AIR PORTUGAL	S	D	62	0	0	4.8	56.5	21.0	8.1	8.1	1.6	0.0	0.0	0.0	0.0	7	77.4	12	62	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	11.8	47.1	35.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	4	100.0	1	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	0.0	2	100.0	1	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.0	16	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	7	25	
	GATWICK	EASYJET UK LTD	S	A	23	0	0	21.7	30.4	21.7	8.7	4.3	8.7	4.3	0.0	0.0	0.0	0.0	21	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	23	0	0	0.0	26.1	39.1	17.4	4.3	8.7	0.0	4.3	0.0	0.0	0.0	26	0.0	0	0	
	LONDON CITY	AIR PORTUGAL	S	A	24	0	0	4.2	29.2	37.5	25.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LONDON CITY	AIR PORTUGAL	S	D	24	0	0	0.0	8.3	54.2	16.7	16.7	4.2	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	12	
	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	83.3	7	12	
	LUTON	EASYJET UK LTD	S	A	14	0	0	7.1	35.7	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	57.1	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	STANSTED	RYANAIR	S	A	81	0	0	0.0	38.3	43.2	8.6	8.6	1.2	0.0	0.0	0.0	0.0	0.0	9	79.7	10	74	
	STANSTED	RYANAIR	S	D	81	0	0	0.0	7.4	49.4	17.3	22.2	3.7	0.0	0.0	0.0	0.0	0.0	20	55.4	21	74	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10	
	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	100.0	2	10	
	MANCHESTER	EASYJET UK LTD	S	A	10	0	0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	0.0	61.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	MANCHESTER	RYANAIR	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	6	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>545</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>34.3</b>	<b>39.4</b>	<b>9.7</b>	<b>9.7</b>	<b>2.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.9</b>	<b>13</b>	<b>450</b>	
ORADEA																							
	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	38.5	21	13	
	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	92.3	5	13	
<b>TOTAL ORADEA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
ORLANDO																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	25.8	29.0	16.1	3.2	3.2	6.5	0.0	0.0	0.0	0.0	20	77.4	11	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	32.3	16.1	9.7	3.2	6.5	0.0	0.0	0.0	0.0	21	83.3	12	30	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	19	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	33.3	22	9	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	23	0	0	21.7	26.1	30.4	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	22	0	0	0.0	59.1	36.4	0.0	4.5	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 JANUARY 2019

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JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	VIRGIN ATLANTIC AIRWAYS LTD	S	A	34	0	0	29.4	20.6	23.5	17.6	5.9	0.0	0.0	2.9	0.0	0.0	0.0	16	76.5	11	34
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	34	0	0	0.0	29.4	38.2	20.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	84.8	8	33
	HEATHROW	VIRGIN ATLANTIC 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	13	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	35	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	389	1
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	25.0	25.0	25.0	7.1	10.7	3.6	0.0	0.0	3.6	0.0	0.0	25	95.8	4	24
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	0	0	0.0	25.0	39.3	14.3	14.3	3.6	0.0	3.6	0.0	0.0	0.0	26	66.7	18	24
<b>TOTAL ORLANDO</b>					<b>236</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>29.2</b>	<b>32.2</b>	<b>14.4</b>	<b>8.1</b>	<b>1.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>13</b>	<b>195</b>
OSLO (GARDERMOEN)																						
	ABERDEEN	BMI REGIONAL	S	A	20	0	1	4.8	28.6	33.3	4.8	14.3	4.8	4.8	0.0	0.0	0.0	4.8	22	38.9	27	18
	ABERDEEN	BMI REGIONAL	S	D	22	0	1	0.0	39.1	21.7	13.0	4.3	13.0	4.3	0.0	0.0	0.0	4.3	24	72.2	14	18
	ABERDEEN	SAS	S	A	9	0	0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	29	9
	ABERDEEN	SAS	S	D	9	0	0	22.2	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	60.0	19	9
	BRISTOL	SAS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BRISTOL	SAS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	23	0	0	0.0	26.1	26.1	17.4	26.1	4.3	0.0	0.0	0.0	0.0	0.0	22	38.9	27	18
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	23	0	0	0.0	43.5	34.8	17.4	4.3	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	25	18
	EDINBURGH	NORWEGIAN AIR SHUTTLE	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	0.0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	EDINBURGH	SAS	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	50.0	22	2
	EDINBURGH	SAS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	25	2
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	110	0	0	10.9	36.4	30.9	12.7	6.4	2.7	0.0	0.0	0.0	0.0	0.0	10	54.7	27	105
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	111	0	0	0.9	44.1	35.1	9.0	5.4	3.6	0.9	0.9	0.0	0.0	0.0	12	78.5	13	107
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	24	0	0	16.7	29.2	41.7	0.0	8.3	0.0	4.2	0.0	0.0	0.0	0.0	9	69.2	18	26
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	23	0	0	0.0	39.1	34.8	17.4	4.3	0.0	4.3	0.0	0.0	0.0	0.0	14	69.2	17	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	1	40.4	27.7	21.3	6.4	1.1	1.1	0.0	0.0	1.1	0.0	1.1	16	59.0	20	103
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	1	0.0	52.2	39.1	4.3	1.1	2.2	0.0	0.0	0.0	0.0	1.1	5	88.6	5	103
	HEATHROW	SAS	S	A	91	0	0	17.6	31.9	30.8	13.2	4.4	2.2	0.0	0.0	0.0	0.0	0.0	8	55.3	20	121
	HEATHROW	SAS	S	D	91	0	0	0.0	58.2	35.2	2.2	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4	79.5	9	119

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: O																	JAN 2018			
		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						
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	30	0	0	10.0	36.7	30.0	16.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	29	0	0	0.0	41.4	48.3	3.4	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	STANSTED	RYANAIR	S	A	88	0	0	4.5	23.9	29.5	18.2	18.2	3.4	0.0	1.1	1.1	0.0	0.0	24	37.8	32	81
	STANSTED	RYANAIR	S	D	88	0	0	0.0	19.3	62.5	12.5	5.7	0.0	0.0	0.0	0.0	0.0	0.0	9	72.6	13	84
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	0.0	38.5	30.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	24	42.9	28	14
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	30.8	30.8	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	28	21.4	36	14
	MANCHESTER	SAS	S	A	18	0	1	0.0	31.6	36.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	5.3	10	70.0	10	20
	MANCHESTER	SAS	S	D	18	0	1	0.0	31.6	42.1	15.8	5.3	0.0	0.0	0.0	0.0	0.0	5.3	9	85.0	7	20
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1057</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>36.4</b>	<b>35.6</b>	<b>10.2</b>	<b>6.4</b>	<b>2.3</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>65.0</b>	<b>18</b>	<b>1036</b>
OSTERSUND / FROSON																						
	BRISTOL	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	32	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	11	5
	GATWICK	EASYJET UK LTD	S	A	9	0	0	22.2	11.1	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL OSTERSUND / FROSON</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>46.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>40.0</b>	<b>22</b>	<b>10</b>
OSTRAVA																						
	STANSTED	RYANAIR	S	A	18	0	0	0.0	33.3	11.1	27.8	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	70.6	17	17
	STANSTED	RYANAIR	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	0.0	6	76.5	8	17
<b>TOTAL OSTRAVA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.5</b>	<b>12</b>	<b>34</b>
OTTAWA INTERNATIONAL																						
	HEATHROW	AIR CANADA	S	A	26	0	0	15.4	23.1	19.2	15.4	7.7	19.2	0.0	0.0	0.0	0.0	0.0	24	51.9	35	27
	HEATHROW	AIR CANADA	S	D	25	0	1	0.0	19.2	61.5	7.7	3.8	3.8	0.0	0.0	0.0	0.0	3.8	11	67.9	20	27
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>51</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>21.2</b>	<b>40.4</b>	<b>11.5</b>	<b>5.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>60.0</b>	<b>28</b>	<b>54</b>
OVDA																						
	LUTON	WIZZ AIR UK LTD	S	A	9	0	1	10.0	20.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	15	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL OVDA</b>					<b>18</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>21.1</b>	<b>36.8</b>	<b>15.8</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: P																	JAN 2018			
		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						
PADERBORN																						
	BIRMINGHAM	AIRTANKER SERVICES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	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	19	1
	SOUTHEND	ADRIA AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	ADRIA AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL PADERBORN</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>50.0</b>	<b>14</b>	<b>2</b>
PALANGA																						
	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	90.9	4	11
	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	90.9	9	11
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	0.0	46.2	15.4	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	35.7	50.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	RYANAIR	S	A	11	0	0	0.0	18.2	45.5	18.2	0.0	9.1	9.1	0.0	0.0	0.0	0.0	28	80.0	7	10
	STANSTED	RYANAIR	S	D	11	0	0	0.0	36.4	45.5	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	16	100.0	2	10
<b>TOTAL PALANGA</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.7</b>	<b>38.8</b>	<b>14.3</b>	<b>2.0</b>	<b>6.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>90.5</b>	<b>6</b>	<b>42</b>
PALERMO																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9
	GATWICK	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	GATWICK	EASYJET UK 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	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	87.5	11	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	7	8
	STANSTED	RYANAIR	S	A	23	0	1	0.0	12.5	41.7	33.3	4.2	0.0	4.2	0.0	0.0	0.0	4.2	21	65.2	23	23
	STANSTED	RYANAIR	S	D	23	0	0	0.0	8.7	60.9	8.7	17.4	0.0	4.3	0.0	0.0	0.0	0.0	19	82.6	14	23
<b>TOTAL PALERMO</b>					<b>64</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.9</b>	<b>44.6</b>	<b>21.5</b>	<b>12.3</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>18</b>	<b>77.5</b>	<b>14</b>	<b>80</b>
PALMA DE MALLORCA																						
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	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	60.0	10	10
	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	90.0	9	10
	BRISTOL	EASYJET UK LTD	S	A	11	0	0	9.1	45.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	11	0	0	9.1	45.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	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	1	9
	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	88.9	2	9



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 UK LTD	S A	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	8	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S A	13	0	0	7.7	61.5	23.1	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	19	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S D	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	6	0.0	0	0			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.1	7	37			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.3	11	37			
GATWICK	EASYJET UK LTD	S A	37	0	0	27.0	45.9	21.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
GATWICK	EASYJET UK LTD	S D	37	0	0	0.0	40.5	51.4	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	27	0	0	14.8	37.0	37.0	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	27	0	0	0.0	48.1	40.7	3.7	7.4	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9			
HEATHROW	BRITISH AIRWAYS PLC	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	5	11			
HEATHROW	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	11			
LONDON CITY	BA CITYFLYER LTD	S A	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	72.7	12	11			
LONDON CITY	BA CITYFLYER LTD	S D	10	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	72.7	20	11			
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	90.0	2	10			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10			
LUTON	EASYJET UK LTD	S A	10	0	0	30.0	50.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
LUTON	EASYJET UK LTD	S D	10	0	0	0.0	40.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	10			
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	6	10			
STANSTED	EASYJET UK LTD	S A	11	0	0	9.1	72.7	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
STANSTED	EASYJET UK 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	2	0.0	0	0			
STANSTED	JET2.COM LTD	S A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
STANSTED	JET2.COM LTD	S D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
STANSTED	RYANAIR	S A	21	0	0	0.0	19.0	47.6	23.8	4.8	0.0	0.0	4.8	0.0	0.0	0.0	21	42.3	26	26			
STANSTED	RYANAIR	S D	21	0	0	0.0	33.3	61.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	9	26			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9			
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	88.9	7	9			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	EASYJET UK LTD	S	A	14	0	0	21.4	21.4	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	EASYJET UK LTD	S	D	14	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	MANCHESTER	RYANAIR	S	A	17	0	0	5.9	58.8	17.6	11.8	0.0	0.0	0.0	5.9	0.0	0.0	0.0	21	100.0	2	9
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	41.2	52.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	19	100.0	1	9
<b>TOTAL PALMA DE MALLORCA</b>					<b>368</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>45.7</b>	<b>35.9</b>	<b>6.0</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.5</b>	<b>9</b>	<b>302</b>
PAPHOS																						
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	2	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	11	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	14	5
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BOURNEMOUTH	RYANAIR	S	D	7	0	0	0.0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	31	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	60.0	16	10
	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	80.0	8	10
	BRISTOL	EASYJET UK LTD	S	A	10	0	0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BRISTOL	EASYJET UK 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	0.0	0	0
	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	7	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	100.0	6	9
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	53	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	0.0	0.0	11.1	0.0	11.1	0.0	0.0	0.0	35	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	80.0	7	5
	GATWICK	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	21	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18
	GATWICK	EASYJET UK LTD	S	A	17	0	0	23.5	41.2	23.5	0.0	0.0	5.9	0.0	5.9	0.0	0.0	0.0	22	0.0	0	0
	GATWICK	EASYJET UK LTD	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	3	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	4	10
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	5	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										JAN 2018		
																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								
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	15																
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	11	15																
LUTON	EASYJET UK LTD	S	A	11	0	0	36.4	27.3	27.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0																
LUTON	EASYJET UK LTD	S	D	11	0	0	0.0	45.5	36.4	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0																
LUTON	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0																
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0																
STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	12	9																
STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9																
STANSTED	RYANAIR	S	A	32	0	0	18.8	59.4	18.8	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	32																
STANSTED	RYANAIR	S	D	32	0	0	0.0	6.3	56.3	21.9	9.4	6.3	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	21	32																
STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2																
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	12	21																
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	66.7	15	21																
MANCHESTER	EASYJET UK LTD	S	A	20	0	0	30.0	20.0	25.0	10.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	27	0.0	0	0																
MANCHESTER	EASYJET UK LTD	S	D	20	0	0	0.0	30.0	35.0	25.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	20	0.0	0	0																
MANCHESTER	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	2																
MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	2																
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	11.1	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	10	10																
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	39	66.7	18	9																
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5																
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	5																
<b>TOTAL PAPHOS</b>				<b>326</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>31.9</b>	<b>37.4</b>	<b>10.7</b>	<b>4.9</b>	<b>3.1</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.5</b>	<b>10</b>	<b>302</b>																
PARDUBICE																																						
STANSTED	RYANAIR	S	A	13	0	0	7.7	46.2	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	61.5	14	13																
STANSTED	RYANAIR	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	8	13																
<b>TOTAL PARDUBICE</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>76.9</b>	<b>11</b>	<b>26</b>																
PARIS (CHARLES DE GAULLE)																																						
ABERDEEN	AIR FRANCE	S	A	60	0	0	3.3	45.0	28.3	15.0	5.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	11	74.0	9	67																
ABERDEEN	AIR FRANCE	S	D	59	0	1	1.7	48.3	26.7	10.0	8.3	1.7	1.7	0.0	0.0	0.0	1.7	12	81.9	6	67																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.9	18	19																
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.7	15	19																
BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	19	0	0	0.0	5.3	47.4	26.3	10.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0																
BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	19	0	0	0.0	10.5	52.6	21.1	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0																

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	BELFAST INTERNATIONAL	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	EUROPE AIRPOST	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
BIRMINGHAM	BIRMINGHAM	AIR FRANCE	S	A	74	0	1	0.0	50.7	26.7	13.3	8.0	0.0	0.0	0.0	0.0	1.3	8	73.1	11	78		
BIRMINGHAM	BIRMINGHAM	AIR FRANCE	S	D	74	0	1	0.0	38.7	33.3	16.0	9.3	0.0	1.3	0.0	0.0	1.3	11	74.4	12	78		
BIRMINGHAM	BIRMINGHAM	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	95	1		
BIRMINGHAM	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BIRMINGHAM	BIRMINGHAM	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
BIRMINGHAM	BIRMINGHAM	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1		
BIRMINGHAM	BIRMINGHAM	FLYBE LTD	S	A	89	0	0	10.1	42.7	28.1	11.2	4.5	3.4	0.0	0.0	0.0	0.0	9	87.6	6	89		
BIRMINGHAM	BIRMINGHAM	FLYBE LTD	S	D	89	0	0	0.0	14.6	58.4	16.9	7.9	2.2	0.0	0.0	0.0	0.0	12	82.0	9	89		
BRISTOL	BRISTOL	BMI REGIONAL	S	A	54	0	0	16.7	44.4	11.1	5.6	7.4	5.6	7.4	1.9	0.0	0.0	25	70.4	18	51		
BRISTOL	BRISTOL	BMI REGIONAL	S	D	55	0	0	0.0	61.8	10.9	3.6	5.5	9.1	5.5	3.6	0.0	0.0	27	79.2	12	52		
BRISTOL	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	48.4	26	31		
BRISTOL	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	61.3	22	31		
BRISTOL	BRISTOL	EASYJET UK LTD	S	A	30	0	0	0.0	6.7	40.0	20.0	20.0	13.3	0.0	0.0	0.0	0.0	25	0.0	0	0		
BRISTOL	BRISTOL	EASYJET UK LTD	S	D	31	0	0	0.0	58.1	25.8	6.5	3.2	6.5	0.0	0.0	0.0	0.0	9	0.0	0	0		
BRISTOL	BRISTOL	ENTER AIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
CARDIFF WALES	CARDIFF WALES	FLYBE LTD	S	A	29	0	0	3.4	37.9	37.9	6.9	6.9	3.4	3.4	0.0	0.0	0.0	14	81.5	15	27		
CARDIFF WALES	CARDIFF WALES	FLYBE LTD	S	D	29	0	0	0.0	24.1	69.0	3.4	0.0	3.4	0.0	0.0	0.0	0.0	6	85.2	9	26		
DONCASTER SHEFFIELD	DONCASTER SHEFFIELD	FLYBE LTD	S	A	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.3	5	23		
DONCASTER SHEFFIELD	DONCASTER SHEFFIELD	FLYBE 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	10	78.3	7	23		
EDINBURGH	EDINBURGH	AIR FRANCE	S	A	67	0	0	3.0	44.8	38.8	6.0	4.5	1.5	1.5	0.0	0.0	0.0	9	82.0	7	87		
EDINBURGH	EDINBURGH	AIR FRANCE	S	D	65	0	0	0.0	41.5	43.1	6.2	6.2	3.1	0.0	0.0	0.0	0.0	9	81.8	9	85		
EDINBURGH	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	74.4	11	43		
EDINBURGH	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	81.4	9	43		
EDINBURGH	EDINBURGH	EASYJET UK LTD	S	A	39	0	0	0.0	30.8	43.6	12.8	10.3	0.0	2.6	0.0	0.0	0.0	13	0.0	0	0		
EDINBURGH	EDINBURGH	EASYJET UK LTD	S	D	39	0	0	0.0	35.9	51.3	5.1	5.1	0.0	2.6	0.0	0.0	0.0	9	0.0	0	0		
EDINBURGH	EDINBURGH	SMARTWINGS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EDINBURGH	EDINBURGH	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EXETER	EXETER	FLYBE LTD	S	A	58	0	0	10.3	39.7	25.9	10.3	5.2	6.9	1.7	0.0	0.0	0.0	15	69.6	24	23		
EXETER	EXETER	FLYBE LTD	S	D	58	0	0	0.0	36.2	48.3	3.4	6.9	3.4	1.7	0.0	0.0	0.0	10	83.3	14	23		
GLASGOW	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	45.8	23	24		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	19	24		
GLASGOW	EASYJET UK LTD	S	A	24	0	0	0.0	20.8	45.8	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
GLASGOW	EASYJET UK LTD	S	D	24	0	0	0.0	29.2	45.8	16.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	0.0	52.9	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	8	17		
LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	4	17		
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	73.3	10	15		
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	80.0	8	15		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	A	18	0	0	5.6	61.1	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	18	0	0	5.6	55.6	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	4	62		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	7	62		
GATWICK	EASYJET UK LTD	S	A	70	0	0	24.3	41.4	22.9	7.1	1.4	2.9	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GATWICK	EASYJET UK LTD	S	D	70	0	0	0.0	38.6	44.3	11.4	2.9	1.4	1.4	0.0	0.0	0.0	0.0	9	0.0	0	0		
GATWICK	VUELING AIRLINES	S	A	61	0	0	1.6	34.4	29.5	16.4	6.6	11.5	0.0	0.0	0.0	0.0	0.0	17	86.0	7	50		
GATWICK	VUELING AIRLINES	S	D	61	0	0	0.0	19.7	39.3	11.5	14.8	14.8	0.0	0.0	0.0	0.0	0.0	23	80.0	10	50		
HEATHROW	AIR FRANCE	S	A	198	0	1	16.1	35.2	30.2	11.1	5.5	1.5	0.0	0.0	0.0	0.0	0.5	8	69.1	14	191		
HEATHROW	AIR FRANCE	S	D	199	0	2	0.0	56.7	33.3	6.0	2.0	1.0	0.0	0.0	0.0	0.0	1.0	4	90.6	5	192		
HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	1	18.0	44.9	23.6	6.2	3.4	2.8	0.0	0.6	0.0	0.0	0.6	8	80.7	8	204		
HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	1	0.0	50.0	40.4	5.1	3.4	0.6	0.0	0.0	0.0	0.0	0.6	5	87.9	5	204		
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	71.8	14	78		
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	83.3	11	78		
LUTON	EASYJET UK LTD	S	A	80	0	0	2.5	30.0	36.3	18.8	11.3	1.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
LUTON	EASYJET UK LTD	S	D	80	0	0	0.0	37.5	46.3	8.8	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
MANCHESTER	AIR FRANCE	S	A	86	0	4	3.3	36.7	35.6	5.6	10.0	4.4	0.0	0.0	0.0	0.0	4.4	12	73.3	11	90		
MANCHESTER	AIR FRANCE	S	D	86	0	4	2.2	54.4	20.0	4.4	8.9	4.4	0.0	0.0	1.1	0.0	4.4	15	71.4	11	91		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	15	26		
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	80.8	14	26		
MANCHESTER	EASYJET UK LTD	S	A	39	0	0	7.7	28.2	33.3	10.3	12.8	5.1	2.6	0.0	0.0	0.0	0.0	19	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	39	0	0	0.0	20.5	51.3	15.4	7.7	2.6	2.6	0.0	0.0	0.0	0.0	15	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	FLYBE LTD	S	A	113	0	3	0.0	25.0	44.0	15.5	7.8	5.2	0.0	0.0	0.0	0.0	2.6	15	90.5	5	116
	MANCHESTER	FLYBE LTD	S	D	113	0	3	0.9	14.7	60.3	12.1	7.8	1.7	0.0	0.0	0.0	0.0	2.6	10	86.2	7	116
	NEWCASTLE	AIR FRANCE	S	A	89	0	0	11.2	40.4	36.0	3.4	5.6	3.4	0.0	0.0	0.0	0.0	0.0	7	81.3	7	76
	NEWCASTLE	AIR FRANCE	S	D	88	0	0	0.0	34.1	47.7	10.2	4.5	2.3	0.0	1.1	0.0	0.0	0.0	11	71.3	10	76
	SOUTHAMPTON	FLYBE LTD	S	A	42	0	0	2.4	42.9	38.1	4.8	9.5	2.4	0.0	0.0	0.0	0.0	0.0	9	96.2	2	52
	SOUTHAMPTON	FLYBE LTD	S	D	42	0	0	0.0	47.6	40.5	9.5	2.4	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	2	53
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	8	13
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13
	SOUTHEND	EASYJET UK LTD	S	A	11	0	0	0.0	54.5	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	SOUTHEND	EASYJET UK LTD	S	D	11	0	0	0.0	63.6	9.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3107</b>	<b>0</b>	<b>22</b>	<b>4.4</b>	<b>38.9</b>	<b>36.3</b>	<b>9.7</b>	<b>6.2</b>	<b>2.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>80.2</b>	<b>9</b>	<b>3110</b>
PARIS (LE BOURGET)																						
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	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	190	1
	EAST MIDLANDS INTERNATIONAL	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	6	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>0</b>	<b>50.0</b>	<b>98</b>	<b>2</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	4	1
	BIRMINGHAM	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	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	70.0	19	10
	EDINBURGH	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	50.0	22	10
	LONDON CITY	BA CITYFLYER LTD	S	A	70	0	0	27.1	50.0	12.9	1.4	4.3	1.4	2.9	0.0	0.0	0.0	0.0	8	93.1	3	71
	LONDON CITY	BA CITYFLYER LTD	S	D	71	0	0	0.0	31.0	52.1	5.6	4.2	5.6	1.4	0.0	0.0	0.0	0.0	12	78.7	10	74
	LUTON	TRANSAVIA FRANCE	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	4	0.0	0	0
	LUTON	TRANSAVIA FRANCE	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	0	0
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHEND	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	7	1
<b>TOTAL PARIS (ORLY)</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>12.8</b>	<b>38.9</b>	<b>34.9</b>	<b>4.0</b>	<b>4.0</b>	<b>3.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.0</b>	<b>8</b>	<b>169</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: P																	JAN 2018			
		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						
PAU	CARDIFF WALES	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	CARDIFF WALES	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	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	0.0	20	1
<b>TOTAL PAU</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>20</b>	<b>1</b>
PERPIGNAN	MANCHESTER	MALETH AERO	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	MANCHESTER	MALETH AERO	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL PERPIGNAN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
PERUGIA	STANSTED	RYANAIR	S	A	18	0	0	0.0	38.9	55.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	76.5	8	17
	STANSTED	RYANAIR	S	D	18	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	17
<b>TOTAL PERUGIA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.1</b>	<b>61.1</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>82.4</b>	<b>7</b>	<b>34</b>
PESCARA	STANSTED	RYANAIR	S	A	21	0	0	19.0	47.6	23.8	0.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	9	86.4	6	22
	STANSTED	RYANAIR	S	D	21	0	0	0.0	33.3	47.6	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	13	68.2	16	22
<b>TOTAL PESCARA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>40.5</b>	<b>35.7</b>	<b>4.8</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>77.3</b>	<b>11</b>	<b>44</b>
PHILADELPHIA INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	35.6	20.3	22.0	8.5	5.1	6.8	1.7	0.0	0.0	0.0	0.0	13	79.0	14	62
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	1.7	76.7	18.3	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	9	61
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	29.0	25.8	22.6	3.2	3.2	0.0	3.2	0.0	0.0	0.0	17	77.4	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	61.3	9.7	9.7	6.5	0.0	3.2	0.0	0.0	0.0	23	71.0	15	31
	HEATHROW	DELTA 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	71	1
	HEATHROW	DELTA 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	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	10	22
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	2	22
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	25.8	22.6	25.8	12.9	9.7	0.0	0.0	3.2	0.0	0.0	0.0	17	76.7	16	30
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	12.9	64.5	12.9	0.0	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	63.3	20	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>243</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>39.9</b>	<b>25.9</b>	<b>8.2</b>	<b>4.9</b>	<b>3.3</b>	<b>0.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.4</b>	<b>14</b>	<b>291</b>
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	32.3	32.3	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	77.4	14	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: P										JAN 2018								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	48.4	22.6	9.7	6.5	0.0	0.0	0.0	0.0	0.0	18	45.2	27	31						
<b>TOTAL PHOENIX</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>22.6</b>	<b>40.3</b>	<b>14.5</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>12</b>	<b>61.3</b>	<b>20</b>	<b>62</b>						
PHU QUOC INTERNATIONAL																												
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	54	4						
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5						
<b>TOTAL PHU QUOC INTERNATIONAL</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</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>0.0</b>	<b>10</b>	<b>55.6</b>	<b>26</b>	<b>9</b>						
PHUKET																												
	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	50.0	17	2						
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	21	4						
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	4						
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	74	50.0	28	2						
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	88	50.0	18	2						
<b>TOTAL PHUKET</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>64.7</b>	<b>15</b>	<b>17</b>						
PISA																												
	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	44.4	15	8						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	17	8						
	BRISTOL	EASYJET UK LTD	S	A	7	0	0	0.0	28.6	0.0	0.0	57.1	0.0	0.0	14.3	0.0	0.0	0.0	60	0.0	0	0						
	BRISTOL	EASYJET UK LTD	S	D	7	0	0	14.3	14.3	0.0	42.9	14.3	0.0	0.0	14.3	0.0	0.0	0.0	51	0.0	0	0						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	8	32						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	32						
	GATWICK	EASYJET UK LTD	S	A	32	0	0	21.9	40.6	28.1	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
	GATWICK	EASYJET UK LTD	S	D	32	0	0	0.0	40.6	50.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
	GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	98	1						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	31.6	26.3	26.3	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	8	73.9	8	22						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	57.9	26.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	91.3	4	22						
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9						
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9						
	LUTON	EASYJET UK LTD	S	A	10	0	0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
	LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
	STANSTED	RYANAIR	S	A	62	0	0	6.5	45.2	37.1	4.8	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	70.5	11	44						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	62	0	0	0.0	6.5	38.7	27.4	21.0	4.8	1.6	0.0	0.0	0.0	0.0	23	36.4	29	44	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	16	9	
	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	77.8	11	9	
	MANCHESTER	EASYJET UK 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	30	0.0	0	0	
	MANCHESTER	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL PISA</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>33.8</b>	<b>33.5</b>	<b>10.8</b>	<b>9.7</b>	<b>1.8</b>	<b>0.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.8</b>	<b>13</b>	<b>249</b>	
PLOVDIV																							
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	5	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	20	100.0	0	5	
	STANSTED	RYANAIR	S	A	14	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	86.7	8	15	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	21.4	71.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	6	16	
<b>TOTAL PLOVDIV</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>47.2</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>0.0</b>	<b>6</b>	<b>92.7</b>	<b>5</b>	<b>41</b>	
PODGORICA																							
	STANSTED	RYANAIR	S	A	11	0	0	0.0	9.1	54.5	18.2	0.0	0.0	0.0	18.2	0.0	0.0	0.0	59	60.0	16	10	
	STANSTED	RYANAIR	S	D	11	0	0	0.0	9.1	81.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	9	10	
<b>TOTAL PODGORICA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>68.2</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>70.0</b>	<b>12</b>	<b>20</b>	
POITIERS																							
	STANSTED	RYANAIR	S	A	11	0	0	18.2	45.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	19	9	
	STANSTED	RYANAIR	S	D	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	6	66.7	10	9	
<b>TOTAL POITIERS</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>40.9</b>	<b>31.8</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>5</b>	<b>61.1</b>	<b>15</b>	<b>18</b>	
PORT OF SPAIN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	13.6	31.8	31.8	9.1	4.5	9.1	0.0	0.0	0.0	0.0	0.0	16	95.7	3	23	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	31.8	36.4	13.6	4.5	9.1	4.5	0.0	0.0	0.0	0.0	21	72.7	13	22	
<b>TOTAL PORT OF SPAIN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.8</b>	<b>34.1</b>	<b>11.4</b>	<b>4.5</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.4</b>	<b>7</b>	<b>45</b>	
POZNAN																							
	BIRMINGHAM	WIZZ AIR	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	33.3	25	9	
	BIRMINGHAM	WIZZ AIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	11.1	34	9	
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	14.3	28.6	35.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	72.7	11	11	
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.8	7	11	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	28.6	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	63.6	28	11	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	14	0	0	0.0	42.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	54.5	32	11	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	17	10	
	EDINBURGH	RYANAIR	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	14	50.0	25	10	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	60.0	13	10	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	6	10		
	LUTON	WIZZ AIR	S	A	37	0	0	21.6	48.6	21.6	2.7	5.4	0.0	0.0	0.0	0.0	0.0	4	70.5	13	44		
	LUTON	WIZZ AIR	S	D	37	0	0	0.0	51.4	40.5	5.4	2.7	0.0	0.0	0.0	0.0	0.0	5	47.7	27	44		
	STANSTED	RYANAIR	S	A	41	0	0	4.9	34.1	34.1	4.9	14.6	7.3	0.0	0.0	0.0	0.0	14	70.7	15	40		
	STANSTED	RYANAIR	S	D	41	0	0	0.0	26.8	36.6	17.1	17.1	2.4	0.0	0.0	0.0	0.0	14	68.3	16	41		
<b>TOTAL POZNAN</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>40.8</b>	<b>32.8</b>	<b>9.6</b>	<b>9.2</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>61.9</b>	<b>18</b>	<b>271</b>		
PRAGUE																							
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	BIRMINGHAM	CSA CZECH AIRLINES	S	A	11	0	0	0.0	9.1	36.4	27.3	18.2	0.0	0.0	9.1	0.0	0.0	38	27.3	31	11		
	BIRMINGHAM	CSA CZECH AIRLINES	S	D	11	0	0	0.0	0.0	54.5	18.2	18.2	0.0	0.0	9.1	0.0	0.0	35	27.3	35	11		
	BIRMINGHAM	JET2.COM LTD	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	14	100.0	3	1		
	BIRMINGHAM	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	4	100.0	1	1		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.2	21	19		
	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	73.7	24	19		
	BRISTOL	EASYJET UK LTD	S	A	23	0	0	0.0	0.0	30.4	26.1	34.8	4.3	0.0	4.3	0.0	0.0	42	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	23	0	0	0.0	43.5	43.5	4.3	4.3	0.0	0.0	4.3	0.0	0.0	17	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM 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	8	100.0	5	1		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	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	88.2	5	17		
	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	100.0	2	17		
	EDINBURGH	EASYJET UK LTD	S	A	18	0	0	5.6	11.1	50.0	16.7	11.1	0.0	5.6	0.0	0.0	0.0	21	0.0	0	0		
	EDINBURGH	EASYJET UK LTD	S	D	18	0	0	0.0	72.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	7.1	64.3	21.4	0.0	0.0	0.0	7.1	0.0	0.0	27	30.8	24	13		
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	28.6	28.6	28.6	7.1	0.0	0.0	7.1	0.0	0.0	29	23.1	34	13		
	GLASGOW	JET2.COM LTD	S	A	9	0	0	11.1	0.0	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	20	50.0	13	2		
	GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	2		
	LEEDS BRADFORD	JET2.COM LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	100.0	11	1		
	LEEDS BRADFORD	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	21	0	0	0.0	33.3	33.3	9.5	14.3	4.8	4.8	0.0	0.0	0.0	21	50.0	21	18		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	21	0	0	0.0	33.3	47.6	9.5	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	4	18
GATWICK	ABS 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	100.0	0	1
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	9	54
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	7	54
GATWICK	EASYJET UK LTD	S	A	54	0	0	5.6	37.0	22.2	18.5	9.3	5.6	1.9	0.0	0.0	0.0	0.0	18	0.0	0	0	
GATWICK	EASYJET UK LTD	S	D	54	0	0	0.0	25.9	51.9	11.1	3.7	5.6	1.9	0.0	0.0	0.0	0.0	15	0.0	0	0	
GATWICK	SMARTWINGS	S	A	14	0	0	7.1	14.3	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	19	90.0	4	10	
GATWICK	SMARTWINGS	S	D	14	0	0	7.1	42.9	21.4	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	16	80.0	6	10	
HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	1	28.9	47.9	14.9	4.1	3.3	0.0	0.0	0.0	0.0	0.0	0.8	3	78.1	11	105	
HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	1	0.0	54.5	37.2	5.0	1.7	0.8	0.0	0.0	0.0	0.0	0.8	4	89.6	6	106	
LONDON CITY	BA CITYFLYER LTD	S	A	31	0	0	25.8	38.7	19.4	3.2	6.5	6.5	0.0	0.0	0.0	0.0	0.0	9	77.8	9	27	
LONDON CITY	BA CITYFLYER LTD	S	D	31	0	0	0.0	38.7	38.7	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	12	66.7	13	27	
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	20	28	
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	51.9	22	27	
LUTON	WIZZ AIR UK LTD	S	A	25	0	0	4.0	20.0	36.0	16.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
LUTON	WIZZ AIR UK LTD	S	D	25	0	0	0.0	16.0	60.0	12.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	10	40	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	8	40	
STANSTED	EASYJET UK LTD	S	A	31	0	0	16.1	35.5	19.4	6.5	9.7	6.5	3.2	3.2	0.0	0.0	0.0	24	0.0	0	0	
STANSTED	EASYJET UK LTD	S	D	31	0	0	0.0	64.5	19.4	3.2	6.5	3.2	3.2	0.0	0.0	0.0	0.0	11	0.0	0	0	
STANSTED	RYANAIR	S	A	76	0	0	28.9	34.2	23.7	3.9	3.9	5.3	0.0	0.0	0.0	0.0	0.0	7	79.7	9	74	
STANSTED	RYANAIR	S	D	76	0	0	0.0	25.0	48.7	14.5	7.9	3.9	0.0	0.0	0.0	0.0	0.0	13	62.2	15	74	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.1	27	31	
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	77.4	20	31	
MANCHESTER	EASYJET UK LTD	S	A	39	0	0	0.0	5.1	23.1	43.6	17.9	7.7	0.0	2.6	0.0	0.0	0.0	32	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S	D	39	0	0	0.0	28.2	61.5	5.1	2.6	0.0	0.0	2.6	0.0	0.0	0.0	9	0.0	0	0	
MANCHESTER	JET2.COM LTD	S	A	18	0	0	5.6	27.8	22.2	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	21	70.6	13	17	
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	3	17	
NEWCASTLE	JET2.COM LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	5	2	
NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
SOUTHEND	EASYJET UK LTD	S	A	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	5	0.0	0	0	
SOUTHEND	EASYJET UK LTD	S	D	17	0	0	5.9	82.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: P																	JAN 2018			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
	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	75.0	10	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	100.0	2	8
	SOUTHEND	STOBART AIR	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	93.8	10	16
	SOUTHEND	STOBART AIR	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	87.5	8	16
<b>TOTAL PRAGUE</b>					<b>1096</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>35.5</b>	<b>34.4</b>	<b>11.1</b>	<b>6.6</b>	<b>3.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>75.4</b>	<b>12</b>	<b>991</b>
PRESTWICK																						
	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	0.0	65	1
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	AIRTANKER SERVICES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	AIRTANKER SERVICES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	JET2.COM LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL PRESTWICK</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>80.0</b>	<b>13</b>	<b>5</b>
PRISTINA																						
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	2
	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	0.0	0	66.7	0	2
	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	11.1	50	9
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	15	9
	LUTON	WIZZ AIR UK LTD	S	A	19	0	0	15.8	26.3	15.8	26.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	19	0	0	0.0	42.1	57.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL PRISTINA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.2</b>	<b>36.8</b>	<b>13.2</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>52.0</b>	<b>26</b>	<b>22</b>
PROVIDENCE																						
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	9
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	14	9
<b>TOTAL PROVIDENCE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>11</b>	<b>18</b>
PROVIDENCIALES																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9
	GATWICK	BRITISH AIRWAYS PLC	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	100.0	4	8
<b>TOTAL PROVIDENCIALES</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>17</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	80.0	25	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	80.0	6	5

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	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		
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	24	5		
<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>14</b>	<b>20</b>		
PUERTO VALLARTA																								
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	7	4		
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	21	4		
	MANCHESTER	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	4	25.0	283	4		
	MANCHESTER	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	7	50.0	33	4		
<b>TOTAL PUERTO VALLARTA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</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>11</b>	<b>37.5</b>	<b>86</b>	<b>16</b>		
PUNTA CANA																								
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	64.3	109	14		
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	117	13		
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	11	9		
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	27	8		
	MANCHESTER	TUI AIRWAYS LTD	C	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	28	55.6	19	9		
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	45	66.7	12	9		
<b>TOTAL PUNTA CANA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>28.6</b>	<b>34.9</b>	<b>11.1</b>	<b>12.7</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>66.1</b>	<b>59</b>	<b>62</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
QINGDAO	HEATHROW	BEIJING CAPITAL 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	9	
	HEATHROW	BEIJING CAPITAL 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	9	
	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	7	0	0	71.4	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	7	0	0	0.0	71.4	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL QINGDAO</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>42.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	10	8
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	1	11.1	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	8	87.5	3	8
	STANSTED	RYANAIR	S	A	14	0	0	0.0	0.0	71.4	7.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	76.9	11	13
	STANSTED	RYANAIR	S	D	14	0	0	0.0	0.0	85.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	10	13
<b>TOTAL RABAT</b>					<b>45</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>19.6</b>	<b>52.2</b>	<b>8.7</b>	<b>13.0</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>81.0</b>	<b>9</b>	<b>42</b>
RALEIGH	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	38.7	48.4	3.2	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	87.1	8	31
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	12.9	64.5	19.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	3	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>56.5</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
RENNES	GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3
	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	66.7	161	3
	MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	SOUTHAMPTON	FLYBE LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1
	SOUTHAMPTON	FLYBE LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1
	SOUTHEND	EASYJET UK LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	STOBART AIR	S	A	23	0	0	21.7	56.5	8.7	4.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	5	97.5	2	40
	SOUTHEND	STOBART AIR	S	D	22	0	0	0.0	40.9	45.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	2	40
<b>TOTAL RENNES</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>48.1</b>	<b>30.8</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.6</b>	<b>7</b>	<b>90</b>
REUS	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	81	0.0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	BRISTOL	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	BRISTOL	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	JET2.COM 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	16	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	9
	STANSTED	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	12	100.0	3	9
<b>TOTAL REUS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>21.4</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>100.0</b>	<b>2</b>	<b>18</b>
RIGA	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	72.7	10	11

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	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	15	63.6	14	11
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	14.3	28.6	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	20	71.4	20	14
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	50.0	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	7	14
	EDINBURGH	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	11	0.0	0	0
	EDINBURGH	RYANAIR	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
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	5
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	55.6	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	5	8
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	10	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
	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	88.9	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	88.9	15	9
	GATWICK	AIR BALTIC	S	A	50	0	0	8.0	42.0	44.0	4.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	5	73.2	13	41
	GATWICK	AIR BALTIC	S	D	50	0	0	0.0	42.0	46.0	8.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	7	70.7	15	41
	LUTON	WIZZ AIR	S	A	45	0	1	23.9	28.3	34.8	4.3	4.3	2.2	0.0	0.0	0.0	0.0	2.2	8	76.0	20	50
	LUTON	WIZZ AIR	S	D	45	0	1	0.0	28.3	43.5	15.2	6.5	4.3	0.0	0.0	0.0	0.0	2.2	14	72.0	21	50
	STANSTED	RYANAIR	S	A	61	0	1	8.1	25.8	29.0	21.0	11.3	3.2	0.0	0.0	0.0	0.0	1.6	14	79.4	14	63
	STANSTED	RYANAIR	S	D	62	0	0	0.0	30.6	64.5	1.6	1.6	1.6	0.0	0.0	0.0	0.0	0.0	6	85.7	12	63
	MANCHESTER	RYANAIR	S	A	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	46	63.6	12	11
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	100.0	1	11
<b>TOTAL RIGA</b>					<b>407</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>32.0</b>	<b>41.7</b>	<b>10.7</b>	<b>6.1</b>	<b>2.7</b>	<b>0.2</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>14</b>	<b>427</b>
RIO DE JANEIRO (GALEAO)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	16.1	61.3	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	63.0	35	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	48.4	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	77.8	27	27
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>19.4</b>	<b>54.8</b>	<b>9.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>70.4</b>	<b>31</b>	<b>54</b>
RIYADH																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	45.2	9.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	80.6	18	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	35.5	48.4	6.5	6.5	0.0	3.2	0.0	0.0	0.0	0.0	12	64.5	27	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	0.0	12.9	9.7	32.3	35.5	6.5	3.2	0.0	0.0	0.0	0.0	32	9.7	47	31



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	SAUDI ARABIAN AIRLINES	S	D	31	0	0	0.0	35.5	29.0	22.6	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	74.2	13	31
<b>TOTAL RIYADH</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>32.3</b>	<b>24.2</b>	<b>15.3</b>	<b>12.1</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>57.3</b>	<b>26</b>	<b>124</b>
ROME (CIAMPINO)																						
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	EDINBURGH	RYANAIR	S	A	21	0	0	4.8	23.8	52.4	9.5	9.5	0.0	0.0	0.0	0.0	0.0	10	66.7	17	18	
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	47.6	38.1	0.0	9.5	4.8	0.0	0.0	0.0	0.0	10	77.8	10	18	
	STANSTED	RYANAIR	S	A	150	0	0	8.7	30.7	32.7	19.3	5.3	2.7	0.0	0.0	0.7	0.0	13	65.8	16	149	
	STANSTED	RYANAIR	S	D	150	0	0	0.0	10.7	38.0	20.0	25.3	5.3	0.7	0.0	0.0	0.0	23	42.3	28	149	
	MANCHESTER	RYANAIR	S	A	31	0	0	0.0	16.1	48.4	9.7	16.1	6.5	0.0	3.2	0.0	0.0	25	51.4	16	34	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	38.7	38.7	16.1	3.2	0.0	0.0	3.2	0.0	0.0	14	85.7	6	35	
<b>TOTAL ROME (CIAMPINO)</b>					<b>404</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>23.3</b>	<b>37.6</b>	<b>17.1</b>	<b>13.9</b>	<b>3.7</b>	<b>0.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.3</b>	<b>20</b>	<b>404</b>
ROME (FIUMICINO)																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	BIRMINGHAM	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	23	1	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	5	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	75.0	12	19	
	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	85.0	5	19	
	BRISTOL	EASYJET UK LTD	S	A	19	0	0	0.0	26.3	36.8	26.3	10.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	20	0	0	5.0	40.0	40.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	CARDIFF WALES	FLYBE 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	25	55.6	17	9	
	CARDIFF WALES	FLYBE LTD	S	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	88.9	2	9	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	16	0	0	0.0	18.8	37.5	37.5	0.0	0.0	0.0	6.3	0.0	0.0	24	60.0	42	25	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	17	0	0	0.0	64.7	23.5	0.0	0.0	0.0	0.0	11.8	0.0	0.0	25	84.0	47	25	
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	7.4	44.4	25.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	76.0	11	24	
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	44.4	44.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	5	80.0	11	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	7	85	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.0	3	85	
	GATWICK	EASYJET UK LTD	S	A	83	0	0	10.8	45.8	25.3	10.8	7.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET UK LTD	S	D	83	0	1	0.0	51.2	44.0	1.2	2.4	0.0	0.0	0.0	0.0	0.0	1.2	3	0.0	0	0	
	GATWICK	VUELING 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		
	GATWICK	VUELING AIRLINES	S	A	61	0	0	8.2	49.2	24.6	6.6	11.5	0.0	0.0	0.0	0.0	0.0	8	90.2	6	51		
	GATWICK	VUELING AIRLINES	S	D	59	0	2	0.0	27.9	39.3	19.7	6.6	3.3	0.0	0.0	0.0	0.0	3.3	13	80.4	7	51	
	HEATHROW	ALITALIA (CAI)	S	A	123	0	0	8.9	43.9	35.8	7.3	4.1	0.0	0.0	0.0	0.0	0.0	6	76.3	9	93		
	HEATHROW	ALITALIA (CAI)	S	D	123	0	0	0.8	55.3	35.0	5.7	3.3	0.0	0.0	0.0	0.0	0.0	4	78.5	9	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	144	0	3	18.4	41.5	27.2	6.1	3.4	1.4	0.0	0.0	0.0	0.0	2.0	5	68.1	19	156	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	3	0.0	58.5	33.3	2.7	3.4	0.0	0.0	0.0	0.0	0.0	2.0	4	86.9	6	156	
	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	84.6	18	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	69.2	24	26		
	LONDON CITY	BA CITYFLYER LTD	S	A	26	0	1	0.0	44.4	29.6	7.4	11.1	3.7	0.0	0.0	0.0	0.0	3.7	11	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	26	0	1	0.0	18.5	55.6	18.5	0.0	3.7	0.0	0.0	0.0	0.0	3.7	11	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	10	25		
	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	88.5	6	25		
	LUTON	EASYJET UK LTD	S	A	16	0	1	23.5	17.6	23.5	17.6	11.8	0.0	0.0	0.0	0.0	5.9	10	0.0	0	0		
	LUTON	EASYJET UK LTD	S	D	16	0	1	0.0	17.6	70.6	5.9	0.0	0.0	0.0	0.0	0.0	5.9	4	0.0	0	0		
	LUTON	VUELING AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	16.7	50.0	22.2	5.6	0.0	0.0	5.6	0.0	0.0	0.0	11	77.8	13	17		
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	9	17		
<b>TOTAL ROME (FIUMICINO)</b>					<b>1094</b>	<b>0</b>	<b>14</b>	<b>5.9</b>	<b>44.9</b>	<b>33.9</b>	<b>8.4</b>	<b>4.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>79.5</b>	<b>11</b>	<b>1061</b>	
ROTTERDAM																							
	LONDON CITY	BA CITYFLYER LTD	S	A	133	0	4	7.3	62.8	14.6	4.4	2.2	2.9	2.2	0.7	0.0	0.0	2.9	10	82.2	11	152	
	LONDON CITY	BA CITYFLYER LTD	S	D	134	0	4	0.0	37.7	41.3	8.0	5.8	2.9	1.4	0.0	0.0	0.0	2.9	12	77.8	12	154	
<b>TOTAL ROTTERDAM</b>					<b>267</b>	<b>0</b>	<b>8</b>	<b>3.6</b>	<b>50.2</b>	<b>28.0</b>	<b>6.2</b>	<b>4.0</b>	<b>2.9</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>11</b>	<b>80.0</b>	<b>12</b>	<b>306</b>	
ROVANIEMI																							
	GATWICK	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1		
	GATWICK	EASYJET UK LTD	S	A	8	0	2	30.0	10.0	10.0	10.0	0.0	10.0	0.0	0.0	10.0	0.0	20.0	78	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	9	0	1	0.0	80.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0	0.0	0	0		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5	100.0	1	14		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	14		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	THOMAS COOK AIRLINES 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
<b>TOTAL ROVANIEMI</b>					<b>44</b>	<b>0</b>	<b>3</b>	<b>25.5</b>	<b>44.7</b>	<b>14.9</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>6.4</b>	<b>16</b>	<b>96.6</b>	<b>1</b>	<b>29</b>
RZESZOW	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	BRISTOL	ENTER AIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	118	0.0	0	0
	BRISTOL	RYANAIR	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	27	66.7	10	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	16	0	0	0.0	31.3	25.0	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	17	76.9	11	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	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	92.9	4	14
	LUTON	RYANAIR	S	A	14	0	0	0.0	7.1	21.4	21.4	35.7	14.3	0.0	0.0	0.0	0.0	0.0	34	56.3	19	16
	LUTON	RYANAIR	S	D	14	0	0	0.0	21.4	50.0	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	81.3	9	16
	STANSTED	RYANAIR	S	A	24	0	0	4.2	33.3	16.7	25.0	16.7	0.0	0.0	4.2	0.0	0.0	0.0	23	88.5	8	26
	STANSTED	RYANAIR	S	D	24	0	0	0.0	20.8	75.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	6	26
	MANCHESTER	RYANAIR	S	A	10	0	0	0.0	10.0	20.0	10.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	63	90.9	7	11
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	30.0	60.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	33	100.0	1	11
<b>TOTAL RZESZOW</b>					<b>147</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>27.9</b>	<b>36.7</b>	<b>12.9</b>	<b>15.6</b>	<b>4.1</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>84.2</b>	<b>8</b>	<b>152</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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																						
	GATWICK	EASYJET UK LTD	S	A	18	0	1	15.8	36.8	26.3	0.0	5.3	5.3	5.3	0.0	0.0	0.0	5.3	13	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	18	0	1	0.0	26.3	63.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	4	0.0	0	0
	STANSTED	RYANAIR	S	A	26	0	0	3.8	15.4	38.5	15.4	11.5	11.5	0.0	0.0	3.8	0.0	0.0	39	33.3	28	23
	STANSTED	RYANAIR	S	D	27	0	0	0.0	0.0	66.7	7.4	18.5	7.4	0.0	0.0	0.0	0.0	0.0	18	80.0	15	25
	MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	27	0.0	0	0
	MANCHESTER	EASYJET UK 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	5	0.0	0	0
<b>TOTAL SALONIKA</b>					<b>105</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>22.4</b>	<b>45.8</b>	<b>7.5</b>	<b>10.3</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>1.9</b>	<b>20</b>	<b>57.1</b>	<b>21</b>	<b>48</b>
SALZBURG																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	24	4
	BELFAST CITY (GEORGE BEST)	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	0.0	6	50.0	32	4
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET UK 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	3	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	50.0	21	4
	BELFAST INTERNATIONAL	JET2.COM 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	3	4
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	BIRMINGHAM	JET2.COM LTD	S	A	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	75.0	11	4
	BIRMINGHAM	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	9	100.0	6	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	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	91	100.0	6	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	54	50.0	12	4
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	14	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	33.3	11.1	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	35	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	9	0	0	0.0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	35	0.0	0	0
	BRISTOL	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	50.0	33	4
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	48	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	26	50.0	23	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4
	EAST MIDLANDS INTERNATIONAL	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	21	75.0	50	4
	EAST MIDLANDS INTERNATIONAL	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	15	50.0	66	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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 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	0.0	15	75.0	5	4		
EDINBURGH	BA CITYFLYER 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	2	4		
EDINBURGH	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	0.0	18	50.0	10	4		
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
GLASGOW	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	17	4		
GLASGOW	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	41	50.0	33	4		
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	39	75.0	10	4		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	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	8	100.0	0	4		
GATWICK	BRITISH AIRWAYS PLC	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		
GATWICK	BRITISH AIRWAYS PLC	S A	40	0	0	15.0	40.0	20.0	10.0	10.0	2.5	0.0	2.5	0.0	0.0	0.0	0.0	15	93.0	3	43		
GATWICK	BRITISH AIRWAYS PLC	S D	40	0	0	0.0	55.0	37.5	2.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	43		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	2	22		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	4	22		
GATWICK	EASYJET UK LTD	S A	18	0	0	11.1	44.4	16.7	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	18	0	0	0.0	44.4	50.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	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	0.0	0	75.0	14	4		
GATWICK	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	12.5	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	42	100.0	2	8		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	25.0	50.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	31	87.5	4	8		
HEATHROW	BRITISH AIRWAYS PLC	S A	16	0	0	50.0	12.5	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	5	17		
HEATHROW	BRITISH AIRWAYS PLC	S D	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	2	17		
HEATHROW	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	0.0	0.0	0	44.4	24	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	HEATHROW	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	66.7	22	9	
	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	80.0	8	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	5	
	LUTON	EASYJET UK LTD	S	A	6	0	0	0.0	33.3	16.7	0.0	33.3	16.7	0.0	0.0	0.0	0.0	29	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	7	0	0	0.0	42.9	28.6	14.3	0.0	0.0	0.0	14.3	0.0	0.0	34	0.0	0	0	
	LUTON	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	12	100.0	2	4	
	LUTON	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4	
	STANSTED	EUROWINGS LUFTVERKEHRS	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	14	88.9	4	18	
	STANSTED	EUROWINGS LUFTVERKEHRS	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	10	83.3	9	18	
	STANSTED	JET2.COM 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	7	83.3	14	12	
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	11	12	
	STANSTED	RYANAIR	S	A	25	0	0	0.0	8.0	60.0	20.0	12.0	0.0	0.0	0.0	0.0	0.0	13	65.4	13	26	
	STANSTED	RYANAIR	S	D	25	0	0	0.0	32.0	56.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	26	
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	84	75.0	7	4	
	STANSTED	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4	
	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	4	50.0	22	4	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	39	4	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	12.5	25.0	0.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	29	91.7	3	12	
	MANCHESTER	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	5	91.7	3	12	
	MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	10.0	0.0	30.0	10.0	20.0	10.0	0.0	20.0	0.0	0.0	60	87.5	7	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	18	62.5	14	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	25	100.0	1	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	44	100.0	5	4	
<b>TOTAL SALZBURG</b>					<b>462</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>34.4</b>	<b>34.8</b>	<b>11.5</b>	<b>7.4</b>	<b>4.1</b>	<b>0.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.4</b>	<b>8</b>	<b>556</b>
SAN DIEGO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	33.3	33.3	16.7	10.0	0.0	3.3	3.3	0.0	0.0	0.0	12	86.7	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	38.7	29.0	12.9	12.9	0.0	6.5	0.0	0.0	0.0	20	80.6	15	31	
<b>TOTAL SAN DIEGO</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>36.1</b>	<b>23.0</b>	<b>11.5</b>	<b>6.6</b>	<b>1.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.6</b>	<b>13</b>	<b>61</b>
SAN FRANCISCO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	29.0	30.6	22.6	8.1	8.1	1.6	0.0	0.0	0.0	0.0	9	83.9	12	62	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: S																	JAN 2018			
		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
								20.7	29.2	31.1	9.1	6.3	2.5	0.6	0.3	0.0	0.0	0.3	10	83.1	10	347
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	17.7	51.6	21.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	13	67.7	15	62
	HEATHROW	UNITED AIRLINES	S	A	61	0	0	34.4	27.9	19.7	8.2	6.6	1.6	0.0	1.6	0.0	0.0	0.0	11	87.1	6	61
	HEATHROW	UNITED AIRLINES	S	D	61	0	0	1.6	57.4	24.6	8.2	3.3	4.9	0.0	0.0	0.0	0.0	0.0	9	86.9	7	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	60.3	19.0	17.2	0.0	0.0	1.7	1.7	0.0	0.0	0.0	0.0	5	88.2	8	51
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	1	0.0	22.0	50.8	8.5	13.6	1.7	1.7	0.0	0.0	0.0	1.7	14	86.3	9	51
<b>TOTAL SAN FRANCISCO</b>					<b>362</b>	<b>0</b>	<b>1</b>	<b>20.7</b>	<b>29.2</b>	<b>31.1</b>	<b>9.1</b>	<b>6.3</b>	<b>2.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>83.1</b>	<b>10</b>	<b>347</b>
SAN JOSE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	30.0	20.0	26.7	13.3	3.3	0.0	0.0	3.3	3.3	0.0	0.0	52	91.3	3	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	53.3	30.0	0.0	3.3	10.0	0.0	0.0	3.3	0.0	0.0	24	86.4	7	22
<b>TOTAL SAN JOSE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>36.7</b>	<b>28.3</b>	<b>6.7</b>	<b>3.3</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>88.9</b>	<b>5</b>	<b>45</b>
SAN JOSE COST RICA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	7.7	30.8	7.7	23.1	7.7	15.4	0.0	0.0	0.0	0.0	41	84.6	8	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	35.7	35.7	7.1	0.0	14.3	7.1	0.0	0.0	0.0	0.0	24	84.6	7	13
<b>TOTAL SAN JOSE COST RICA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>33.3</b>	<b>7.4</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>84.6</b>	<b>8</b>	<b>26</b>
SANDEFJORD(TORP)																						
	STANSTED	RYANAIR	S	A	14	0	0	14.3	14.3	35.7	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	53.3	21	15
	STANSTED	RYANAIR	S	D	14	0	0	0.0	35.7	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	92.3	6	13
	MANCHESTER	RYANAIR	S	A	16	0	0	25.0	25.0	37.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	61.1	22	18
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	11	18
<b>TOTAL SANDEFJORD (TORP)</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>27.9</b>	<b>41.0</b>	<b>9.8</b>	<b>6.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>68.8</b>	<b>15</b>	<b>64</b>
SANTA CRUZ DE LA PALMA																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
	GATWICK	EASYJET UK LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	25	88.9	8	9
	MANCHESTER	TUI AIRWAYS LTD	C	D	6	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>43.9</b>	<b>39.0</b>	<b>4.9</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>95.3</b>	<b>4</b>	<b>43</b>
SANTANDER																						
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	33.3	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	19	55.6	17	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018								
																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	33.3	44.4	11.1	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
TOTAL SANTANDER		SANTIAGO DE CHILE																																
		EDINBURGH		RYANAIR		S D				9 0		0 0		0.0 33.3		44.4 11.1		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		12 77.8		14 9						
		STANSTED		RYANAIR		S A				22 0		0 0		9.1 45.5		27.3 13.6		0.0 0.0		0.0 0.0		4.5 0.0		0.0 0.0		25 60.9		19 22						
		STANSTED		RYANAIR		S D				22 0		0 0		0.0 36.4		59.1 4.5		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		3 81.8		7 22						
TOTAL SANTANDER		SANTIAGO DE CHILE								62 0		0 0		4.8 38.7		40.3 9.7		0.0 0.0		4.8 0.0		0.0 0.0		1.6 0.0		0.0 0.0		14 69.8		14 62				
		HEATHROW		BRITISH AIRWAYS PLC		S A				23 0		0 0		13.0 43.5		13.0 13.0		0.0 0.0		4.3 0.0		0.0 0.0		0.0 0.0		17 83.3		7 18						
		HEATHROW		BRITISH AIRWAYS PLC		S D				22 0		0 0		0.0 36.4		50.0 0.0		4.5 9.1		0.0 0.0		0.0 0.0		0.0 0.0		12 88.9		5 18						
TOTAL SANTIAGO DE CHILE										45 0		0 0		6.7 40.0		31.1 6.7		8.9 4.4		2.2 0.0		0.0 0.0		0.0 0.0		15 86.1		6 36						
		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 60.0		15 5								
		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 60.0		19 5								
		HEATHROW		VUELING AIRLINES		S A				1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		49 0.0		0 0								
		HEATHROW		VUELING AIRLINES		S 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		63 0.0		0 0								
		STANSTED		RYANAIR		S A				16 0		0 0		6.3 43.8		31.3 12.5		6.3 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 93.8		5 16						
		STANSTED		RYANAIR		S D				16 0		0 0		0.0 0.0		31.3 37.5		25.0 6.3		0.0 0.0		0.0 0.0		0.0 0.0		25 50.0		21 16						
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)										34 0		0 0		2.9 20.6		29.4 23.5		17.6 5.9		0.0 0.0		0.0 0.0		0.0 0.0		18 69.0		14 42						
		HEATHROW		BRITISH AIRWAYS PLC		S A				40 0		0 0		45.0 17.5		15.0 12.5		5.0 2.5		0.0 0.0		2.5 0.0		0.0 0.0		17 87.1		21 31						
		HEATHROW		BRITISH AIRWAYS PLC		S D				40 0		0 0		0.0 17.5		55.0 15.0		7.5 2.5		0.0 0.0		2.5 0.0		0.0 0.0		35 77.4		44 31						
		HEATHROW		TAM LINHAS AEREAS		S A				31 0		0 0		19.4 9.7		29.0 25.8		9.7 3.2		3.2 0.0		0.0 0.0		0.0 0.0		20 48.4		25 31						
		HEATHROW		TAM LINHAS AEREAS		S D				31 0		0 0		0.0 58.1		25.8 9.7		3.2 3.2		0.0 0.0		0.0 0.0		0.0 0.0		7 96.8		2 31						
TOTAL SAO PAULO (GUARULHOS)										142 0		0 0		16.9 24.6		31.7 15.5		6.3 2.8		0.7 0.0		1.4 0.0		0.0 0.0		20 77.4		23 124						
		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 80.0		19 9								
		LUTON		WIZZ AIR		S D				0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 88.9		15 9								
		LUTON		WIZZ AIR UK LTD		S A				11 0		0 0		0.0 18.2		36.4 27.3		9.1 9.1		0.0 0.0		0.0 0.0		0.0 0.0		17 0.0		0 0						
		LUTON		WIZZ AIR UK LTD		S D				11 0		0 0		0.0 45.5		45.5 0.0		0.0 9.1		0.0 0.0		0.0 0.0		0.0 0.0		9 0.0		0 0						
TOTAL SATU MARE										22 0		0 0		0.0 31.8		40.9 13.6		4.5 9.1		0.0 0.0		0.0 0.0		0.0 0.0		13 84.2		17 18						
		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 88.9		11 18								



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: S																	JAN 2018			
		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 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	72.2	24	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	32.6	46.5	16.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	3	69.8	25	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	40.9	47.7	6.8	2.3	2.3	0.0	0.0	0.0	0.0	0.0	6	72.1	24	43
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	1	56.7	23.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	3.3	2	89.7	7	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	1	0.0	63.3	30.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	2	86.2	11	29
<b>TOTAL SEATTLE (TACOMA)</b>					<b>145</b>	<b>0</b>	<b>2</b>	<b>21.1</b>	<b>43.5</b>	<b>27.2</b>	<b>4.1</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>3</b>	<b>78.3</b>	<b>18</b>	<b>180</b>
SEOUL (INCHEON)																						
	HEATHROW	ASIANA AIRLINES	S	A	31	0	0	48.4	16.1	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	19.4	56	31
	HEATHROW	ASIANA AIRLINES	S	D	31	0	0	0.0	32.3	58.1	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	5	51.6	24	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48.4	41.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.4	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	54.8	32.3	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	87.1	6	31
	HEATHROW	KOREAN AIR	S	A	31	0	0	29.0	22.6	29.0	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	41.9	31	31
	HEATHROW	KOREAN AIR	S	D	31	0	0	0.0	19.4	64.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	61.3	15	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>31.2</b>	<b>34.4</b>	<b>9.7</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>5</b>	<b>56.5</b>	<b>24</b>	<b>186</b>
SEVILLE																						
	BRISTOL	EASYJET UK LTD	S	A	14	0	0	35.7	35.7	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BRISTOL	EASYJET UK LTD	S	D	14	0	0	28.6	57.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BRISTOL	RYANAIR	S	A	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	27	0.0	0	0
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	66.7	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	8
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	35	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	25.0	46.4	17.9	3.6	0.0	3.6	3.6	0.0	0.0	0.0	0.0	9	80.0	8	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	64.3	25.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	21
	GATWICK	EASYJET UK LTD	S	A	22	0	0	4.5	50.0	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	22	0	0	0.0	54.5	40.9	0.0	4.5	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 JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
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	92.3	4	13						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	13						
LUTON	EASYJET UK LTD	S	A	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
LUTON	EASYJET UK LTD	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
STANSTED	RYANAIR	S	A	43	0	0	4.7	18.6	34.9	20.9	14.0	2.3	2.3	2.3	0.0	0.0	0.0	24	58.5	15	41						
STANSTED	RYANAIR	S	D	41	0	0	0.0	12.2	56.1	7.3	19.5	4.9	0.0	0.0	0.0	0.0	0.0	18	75.6	10	41						
MANCHESTER	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	100.0	4	9						
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	100.0	2	9						
<b>TOTAL SEVILLE</b>				<b>323</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>37.8</b>	<b>33.4</b>	<b>11.1</b>	<b>5.6</b>	<b>4.0</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.6</b>	<b>9</b>	<b>224</b>						
SEYCHELLES																											
GATWICK	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
HEATHROW	BRITISH AIRWAYS PLC	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	1	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	5	0.0	0	0						
<b>TOTAL SEYCHELLES</b>				<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>47.4</b>	<b>36.8</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
SHANGHAI (PU DONG)																											
GATWICK	CHINA EASTERN AIRLINES	S	A	13	0	0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
GATWICK	CHINA EASTERN AIRLINES	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	35.7	23.8	31.0	2.4	4.8	2.4	0.0	0.0	0.0	0.0	0.0	6	77.3	11	44						
HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	0	0.0	38.1	42.9	7.1	9.5	2.4	0.0	0.0	0.0	0.0	0.0	10	84.1	8	44						
HEATHROW	CHINA EASTERN AIRLINES	S	A	31	0	0	6.5	22.6	35.5	12.9	19.4	3.2	0.0	0.0	0.0	0.0	0.0	16	50.0	20	30						
HEATHROW	CHINA EASTERN AIRLINES	S	D	31	0	0	0.0	51.6	29.0	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	96.7	4	30						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	64.5	25.8	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.2	5	29						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	45.2	48.4	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	89.7	3	29						
<b>TOTAL SHANGHAI (PU DONG)</b>				<b>234</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>35.5</b>	<b>31.2</b>	<b>6.4</b>	<b>5.6</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>7</b>	<b>80.6</b>	<b>9</b>	<b>206</b>						
SHANNON																											
BIRMINGHAM	FLYBE 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	315	0.0	0	0						
BIRMINGHAM	STOBART AIR	S	A	31	0	0	74.2	16.1	3.2	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	77.4	15	31						
BIRMINGHAM	STOBART AIR	S	D	31	0	0	0.0	77.4	16.1	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	80.6	9	31						
BRISTOL	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						
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	42	0.0	0	0						
EDINBURGH	AER LINGUS	S	A	16	0	0	37.5	43.8	12.5	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	95.7	3	23						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					JAN 2018		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	AER LINGUS	S	D	16	0	0	0.0	56.3	37.5	0.0	0.0	0.0	6.3	0.0	0.0	0.0	18	95.7	2	23						
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	0.0	0	0						
GATWICK	RYANAIR	S	A	26	0	0	23.1	57.7	15.4	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3	92.3	2	26						
GATWICK	RYANAIR	S	D	26	0	0	0.0	53.8	38.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	4	84.6	11	26						
HEATHROW	AER LINGUS	S	A	84	0	1	49.4	40.0	7.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1	88.8	5	89						
HEATHROW	AER LINGUS	S	D	84	0	1	0.0	72.9	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	91.0	4	88						
LUTON	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	45	0.0	0	0						
STANSTED	RYANAIR	S	A	51	0	2	11.3	41.5	26.4	5.7	9.4	0.0	0.0	1.9	0.0	0.0	3.8	10	77.8	11	54					
STANSTED	RYANAIR	S	D	52	0	0	0.0	19.2	46.2	25.0	7.7	0.0	1.9	0.0	0.0	0.0	14	70.4	14	54						
STANSTED	TITAN AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
MANCHESTER	RYANAIR	S	A	21	0	0	4.8	61.9	19.0	4.8	4.8	4.8	0.0	0.0	0.0	0.0	8	86.4	5	22						
MANCHESTER	RYANAIR	S	D	21	0	0	0.0	28.6	47.6	9.5	9.5	0.0	0.0	4.8	0.0	0.0	20	77.3	9	22						
<b>TOTAL SHANNON</b>				<b>465</b>	<b>0</b>	<b>4</b>	<b>17.9</b>	<b>47.3</b>	<b>23.5</b>	<b>4.7</b>	<b>3.8</b>	<b>0.9</b>	<b>0.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>7</b>	<b>84.7</b>	<b>8</b>	<b>489</b>					
SHENZHEN (HUANGTIAN)																										
HEATHROW	SHENZHEN AIRLINES	S	A	14	0	0	21.4	21.4	28.6	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0					
HEATHROW	SHENZHEN AIRLINES	S	D	14	0	0	0.0	28.6	28.6	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0					
<b>TOTAL SHENZHEN (HUANGTIAN)</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>28.6</b>	<b>17.9</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
SIBIU																										
LUTON	WIZZ AIR	S	A	25	0	0	20.0	32.0	28.0	8.0	4.0	4.0	4.0	0.0	0.0	0.0	15	52.6	24	19						
LUTON	WIZZ AIR	S	D	25	0	0	0.0	40.0	32.0	16.0	4.0	4.0	0.0	4.0	0.0	0.0	18	52.6	24	19						
LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	311	0.0	0	0						
<b>TOTAL SIBIU</b>				<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>35.3</b>	<b>29.4</b>	<b>11.8</b>	<b>3.9</b>	<b>3.9</b>	<b>2.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>52.6</b>	<b>24</b>	<b>38</b>					
SINGAPORE																										
GATWICK	NORWEGIAN AIR UK LTD	S	A	7	0	0	0.0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	32	33.3	31	18					
GATWICK	NORWEGIAN AIR UK LTD	S	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	12	18						
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	38.7	41.9	6.5	0.0	3.2	0.0	0.0	3.2	0.0	0.0	37	83.9	6	31					
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	25.8	22.6	19.4	6.5	3.2	0.0	3.2	0.0	0.0	66	74.2	13	31					
HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	8.9	29.8	33.9	15.3	8.9	1.6	1.6	0.0	0.0	0.0	13	77.4	10	124						
HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	0.8	42.7	43.5	7.3	3.2	1.6	0.8	0.0	0.0	0.0	7	93.5	4	124						
MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	18.2	31.8	22.7	18.2	4.5	0.0	0.0	4.5	0.0	0.0	19	95.5	2	22						
MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	40.9	45.5	4.5	4.5	0.0	0.0	4.5	0.0	0.0	18	87.0	7	22						
<b>TOTAL SINGAPORE</b>				<b>368</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>34.0</b>	<b>37.8</b>	<b>12.2</b>	<b>6.8</b>	<b>2.2</b>	<b>1.1</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>82.6</b>	<b>9</b>	<b>390</b>					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018				
														More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SION		HEATHROW	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	66	3						
		HEATHROW	SWISS AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	54	4							
<b>TOTAL SION</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>59</b>	<b>7</b>							
SKOPJE		LUTON	WIZZ AIR	S	A	17	0	0	23.5	23.5	29.4	5.9	11.8	5.9	0.0	0.0	0.0	0.0	13	80.0	11	15						
		LUTON	WIZZ AIR	S	D	17	0	0	0.0	11.8	23.5	35.3	23.5	5.9	0.0	0.0	0.0	0.0	28	26.7	25	15						
<b>TOTAL SKOPJE</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>17.6</b>	<b>26.5</b>	<b>20.6</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>20</b>	<b>53.3</b>	<b>18</b>	<b>30</b>						
SOFIA		BIRMINGHAM	RYANAIR	S	A	16	0	0	18.8	25.0	37.5	6.3	6.3	6.3	0.0	0.0	0.0	0.0	12	80.0	8	15						
		BIRMINGHAM	RYANAIR	S	D	16	0	0	0.0	12.5	43.8	25.0	6.3	6.3	6.3	0.0	0.0	0.0	26	53.3	18	15						
		BIRMINGHAM	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	75.0	10	4						
		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	6	50.0	14	4						
		BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0						
		BRISTOL	EASYJET UK LTD	S	D	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
		BRISTOL	ENTER AIR	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	19	50.0	31	4						
		BRISTOL	ENTER AIR	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	4	50.0	23	4						
		BRISTOL	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	27	0.0	0	0						
		BRISTOL	RYANAIR	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		EAST MIDLANDS INTERNATIONAL	JET2.COM 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	10	25.0	39	4						
		EAST MIDLANDS INTERNATIONAL	JET2.COM 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	75.0	15	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	55.6	20	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	88.9	10	9						
		EDINBURGH	EASYJET UK LTD	S	A	9	0	0	22.2	22.2	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
		EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
		EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	16	0.0	0	0						
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
		GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	11	9						
		GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	25	9						
		LIVERPOOL (JOHN LENNON)	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	13	66.7	11	9						
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	15	55.6	16	9						
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.4	7	41						
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.7	3	41						
		GATWICK	EASYJET UK LTD	S	A	41	0	0	22.0	39.0	22.0	7.3	7.3	2.4	0.0	0.0	0.0	0.0	8	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m 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 UK LTD	S D	41	0	0	0.0	63.4	34.1	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
GATWICK	GERMANIA FLUGGESELLSCHAFT	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	107	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	50.0	93	4
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	27	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0	0
GATWICK	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
GATWICK	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	0.0	23	50.0	20	4
GATWICK	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	0.0	27	50.0	13	4
HEATHROW	BRITISH AIRWAYS PLC	S A	35	0	0	40.0	31.4	22.9	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	19	80.0	7	35	
HEATHROW	BRITISH AIRWAYS PLC	S D	35	0	0	0.0	48.6	45.7	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4	97.1	4	35	
HEATHROW	BULGARIA AIR	S A	23	0	0	26.1	26.1	26.1	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	43.5	22	23	
HEATHROW	BULGARIA AIR	S D	23	0	0	4.3	34.8	21.7	34.8	4.3	0.0	0.0	0.0	0.0	0.0	0.0	10	40.9	21	22	
LUTON	WIZZ AIR	S A	71	0	1	37.5	29.2	26.4	4.2	1.4	0.0	0.0	0.0	0.0	0.0	1.4	3	79.2	8	72	
LUTON	WIZZ AIR	S D	71	0	2	0.0	27.4	52.1	15.1	1.4	1.4	0.0	0.0	0.0	0.0	2.7	8	56.2	25	72	
LUTON	WIZZ AIR UK 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	99	0.0	0	0	
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9	
STANSTED	RYANAIR	S A	68	0	0	5.9	29.4	47.1	10.3	5.9	1.5	0.0	0.0	0.0	0.0	0.0	9	76.3	15	59	
STANSTED	RYANAIR	S D	68	0	0	0.0	22.1	64.7	7.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	87.9	6	58	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	4	22	
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	95.5	4	22	
MANCHESTER	EASYJET UK LTD	S A	22	0	0	27.3	27.3	27.3	4.5	9.1	4.5	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
MANCHESTER	EASYJET UK LTD	S D	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	3	0.0	0	0	
MANCHESTER	JET2.COM LTD	C A	4	0	0	25.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	54	50.0	38	4	
MANCHESTER	JET2.COM 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	45	50.0	18	4	
MANCHESTER	TUI AIRWAYS LTD	C 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	52	75.0	11	4	
MANCHESTER	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	75.0	15	4	
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	7	50.0	36	4	
NEWCASTLE	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	5	25.0	16	4	
SOUTHEND	EASYJET UK LTD	S A	9	0	0	22.2	0.0	55.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SOFIA</b>					<b>716</b>	<b>0</b>	<b>3</b>	<b>10.7</b>	<b>32.4</b>	<b>38.5</b>	<b>10.2</b>	<b>5.0</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>73.5</b>	<b>13</b>	<b>669</b>	
SOUTHAMPTON																							
	ABERDEEN	FLYBE LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	65.3	20	41	
	ABERDEEN	FLYBE LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.6	23	36	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	67	0	0	9.0	55.2	20.9	7.5	3.0	4.5	0.0	0.0	0.0	0.0	0.0	7	87.7	6	79	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	67	0	0	0.0	35.8	47.8	7.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	10	90.1	3	79	
	EDINBURGH	FLYBE LTD	S	A	121	0	1	21.3	47.5	13.9	5.7	3.3	4.9	1.6	0.8	0.0	0.0	0.8	12	79.5	10	122	
	EDINBURGH	FLYBE LTD	S	D	121	0	1	0.0	29.5	49.2	9.0	7.4	3.3	0.8	0.0	0.0	0.0	0.8	11	78.5	11	121	
	GLASGOW	FLYBE LTD	S	A	120	0	1	5.0	61.2	20.7	5.8	3.3	1.7	1.7	0.0	0.0	0.0	0.8	8	85.7	7	104	
	GLASGOW	FLYBE LTD	S	D	121	0	1	0.0	42.6	43.4	4.9	4.9	1.6	1.6	0.0	0.0	0.0	0.8	9	83.8	9	104	
	JERSEY	BLUE ISLANDS LIMITED	S	A	61	0	0	29.5	49.2	4.9	6.6	1.6	6.6	1.6	0.0	0.0	0.0	0.0	11	77.2	17	79	
	JERSEY	BLUE ISLANDS LIMITED	S	D	86	0	0	2.3	62.8	23.3	2.3	4.7	3.5	1.2	0.0	0.0	0.0	0.0	8	73.4	20	79	
	JERSEY	FLYBE LTD	S	A	36	0	0	2.8	61.1	30.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	69.6	17	56	
	JERSEY	FLYBE LTD	S	D	35	0	1	0.0	33.3	44.4	13.9	2.8	2.8	0.0	0.0	0.0	0.0	2.8	9	64.3	18	56	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	45	0	0	28.9	55.6	6.7	2.2	2.2	2.2	0.0	0.0	2.2	0.0	0.0	11	65.5	13	68	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	45	0	0	0.0	35.6	51.1	6.7	2.2	2.2	2.2	0.0	0.0	0.0	0.0	9	46.0	29	68	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	LONDON CITY	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	142	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	122	0	4	2.4	46.0	27.8	6.3	9.5	4.0	0.8	0.0	0.0	0.0	3.2	12	89.3	4	155	
	MANCHESTER	FLYBE LTD	S	D	120	0	6	0.0	23.8	46.0	13.5	8.7	3.2	0.0	0.0	0.0	0.0	4.8	12	91.2	3	157	
	NEWCASTLE	FLYBE LTD	S	A	74	0	0	0.0	58.1	29.7	6.8	1.4	4.1	0.0	0.0	0.0	0.0	0.0	7	93.7	4	79	
	NEWCASTLE	FLYBE LTD	S	D	74	0	2	0.0	31.6	48.7	9.2	1.3	6.6	0.0	0.0	0.0	0.0	2.6	10	92.4	6	79	
<b>TOTAL SOUTHAMPTON</b>					<b>1325</b>	<b>0</b>	<b>17</b>	<b>5.7</b>	<b>44.6</b>	<b>32.3</b>	<b>6.9</b>	<b>4.7</b>	<b>3.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>79.2</b>	<b>10</b>	<b>1562</b>	
SOUTHEND																							
	ABERDEEN	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	77	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	100.0	11	1	
	BOURNEMOUTH	JOTA AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	BRISTOL	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
	BRISTOL	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BRISTOL	EASYJET UK LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	JOTA AVIATION LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BRISTOL	JOTA AVIATION LTD	S	D	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	0	0	
	EXETER	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	113	0.0	0	0	
	GLASGOW	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	86.2	7	29	
	GLASGOW	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	86.2	9	29	
	LIVERPOOL (JOHN LENNON)	JOTA AVIATION 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	9	0.0	0	0	
	GATWICK	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	GATWICK	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	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	1	1	
	MANCHESTER	FLYBE LTD	S	A	12	0	2	0.0	35.7	42.9	0.0	0.0	0.0	7.1	0.0	0.0	0.0	14.3	14	91.2	5	68	
	MANCHESTER	FLYBE LTD	S	D	12	0	2	0.0	28.6	42.9	0.0	7.1	0.0	7.1	0.0	0.0	0.0	14.3	15	92.6	4	68	
	MANCHESTER	JOTA AVIATION LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SOUTHEND</b>					<b>34</b>	<b>1</b>	<b>5</b>	<b>0.0</b>	<b>25.0</b>	<b>45.0</b>	<b>5.0</b>	<b>2.5</b>	<b>2.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12.5</b>	<b>16</b>	<b>89.0</b>	<b>6</b>	<b>200</b>	
ST JOHNS																							
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1	
	HEATHROW	AIR CANADA	S	A	9	0	1	20.0	30.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0	13	0.0	0	0		
	HEATHROW	AIR CANADA	S	D	9	0	1	0.0	70.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	4	0.0	0	0		
<b>TOTAL ST JOHNS</b>					<b>18</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>9</b>	<b>0.0</b>	<b>61</b>	<b>1</b>		
ST KITTS																							
	GATWICK	BRITISH AIRWAYS PLC	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	17	87.5	5	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	55.6	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	66.7	17	9	
<b>TOTAL ST KITTS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.5</b>	<b>12</b>	<b>17</b>		
ST LUCIA (HEWANORRA)																							
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	28.6	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	15	4	
	GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	12	4	
	GATWICK	VIRGIN ATLANTIC 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	7	100.0	1	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	4	
	MANCHESTER	THOMAS COOK AIRLINES 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	64	62.5	23	8	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</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>18</b>	<b>80.0</b>	<b>12</b>	<b>25</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: S																	JAN 2018				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ST PETERSBURG																							
	GATWICK	ROSSIYA AIRLINES	S	A	31	0	0	6.5	41.9	32.3	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	ROSSIYA AIRLINES	S	D	31	0	0	9.7	83.9	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	0	0	37.5	29.2	25.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	86.7	11	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	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	96.7	5	30	
	STANSTED	POBEDA AIRLINES LLC	S	A	17	0	0	11.8	35.3	17.6	5.9	17.6	11.8	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	POBEDA AIRLINES LLC	S	D	17	0	0	0.0	11.8	47.1	5.9	17.6	17.6	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>144</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>23.6</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>9</b>	<b>91.7</b>	<b>8</b>	<b>60</b>	
STANSTED																							
	ABERDEEN	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.6	19	119	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.2	11	119	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	A	120	0	0	16.7	40.0	25.0	6.7	5.8	2.5	3.3	0.0	0.0	0.0	0.0	13	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET UK LTD	S	D	122	0	0	0.0	46.7	28.7	12.3	4.9	4.1	3.3	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR	S	A	92	0	0	56.5	31.5	8.7	0.0	2.2	1.1	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BELFAST INTERNATIONAL	RYANAIR	S	D	92	0	0	0.0	68.5	28.3	1.1	0.0	1.1	0.0	1.1	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	1	
	BOURNEMOUTH	TITAN 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	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	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	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	58	1	
	BRISTOL	RYANAIR	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	BRISTOL	TITAN AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	CARDIFF WALES	JOTA AVIATION LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
	CARDIFF WALES	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	10	100.0	5	2	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	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	75.0	14	116	
	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	76.7	12	116	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET UK LTD	S A	121	0	0	0	11.6	53.7	24.0	7.4	0.8	1.7	0.8	0.0	0.0	0.0	0.0	6	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S D	121	0	0	0	3.3	45.5	37.2	9.1	2.5	0.8	1.7	0.0	0.0	0.0	0.0	8	0.0	0	0		
EDINBURGH	RYANAIR	S A	144	0	0	0	9.7	58.3	22.9	3.5	4.9	0.7	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
EDINBURGH	RYANAIR	S D	144	0	0	0	0.0	50.0	38.9	9.0	0.7	1.4	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.5	22	83		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.5	18	83		
GLASGOW	EASYJET UK LTD	S A	87	0	0	0	10.3	41.4	25.3	6.9	8.0	6.9	1.1	0.0	0.0	0.0	0.0	14	0.0	0	0		
GLASGOW	EASYJET UK LTD	S D	87	0	0	0	0.0	42.5	35.6	9.2	8.0	3.4	1.1	0.0	0.0	0.0	0.0	13	0.0	0	0		
LEEDS BRADFORD	MALETH AERO	C D	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	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	13	0.0	0	0		
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2		
GATWICK	NORWEGIAN AIR SHUTTLE	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	166	1		
GATWICK	TITAN AIRWAYS LTD	C D	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
LUTON	RYANAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
LUTON	RYANAIR	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	2		
LUTON	WIZZ AIR UK LTD	S A	2	0	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	115	0.0	0	0		
LUTON	WIZZ AIR UK LTD	S D	2	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	6	0.0	0	0		
MANCHESTER	MALETH AERO	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1		
MANCHESTER	MALETH AERO	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	81	1		
MANCHESTER	THY TURKISH AIRLINES	S A	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98	0.0	0	0		
<b>TOTAL STANSTED</b>			<b>1142</b>	<b>2</b>	<b>2</b>	<b>9.9</b>	<b>47.6</b>	<b>28.2</b>	<b>6.6</b>	<b>3.6</b>	<b>2.4</b>	<b>1.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>9</b>	<b>74.4</b>	<b>16</b>	<b>654</b>			
STAVANGER																							
ABERDEEN	SAS	S A	44	0	1	0	0.0	44.4	28.9	4.4	13.3	4.4	2.2	0.0	0.0	0.0	2.2	15	70.5	18	43		
ABERDEEN	SAS	S D	44	0	1	0	0.0	48.9	26.7	4.4	11.1	4.4	2.2	0.0	0.0	0.0	2.2	14	77.3	14	43		
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S A	52	0	1	3.8	60.4	20.8	5.7	7.5	0.0	0.0	0.0	0.0	0.0	1.9	6	75.6	6	39			
ABERDEEN	WIDEROE FLYVESELSKAP A/S	S D	52	0	1	3.8	54.7	30.2	1.9	7.5	0.0	0.0	0.0	0.0	0.0	1.9	5	80.0	5	39			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	80.0	6	24		

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	50	96.0	0	24		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	27	0	0	18.5	63.0	11.1	0.0	3.7	3.7	0.0	0.0	0.0	0.0	6	81.5	22	27		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	27	0	0	0.0	63.0	29.6	0.0	0.0	7.4	0.0	0.0	0.0	0.0	8	81.5	23	27		
	HEATHROW	SAS	S	A	33	0	0	9.1	48.5	24.2	6.1	6.1	6.1	0.0	0.0	0.0	0.0	10	58.1	21	29		
	HEATHROW	SAS	S	D	33	0	0	0.0	60.6	24.2	6.1	6.1	3.0	0.0	0.0	0.0	0.0	7	80.6	9	29		
	LUTON	WIZZ AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	152	0.0	0	0		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	7.7	53.8	23.1	0.0	7.7	0.0	7.7	0.0	0.0	0.0	12	88.9	4	9		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	38.5	46.2	0.0	0.0	7.7	7.7	0.0	0.0	0.0	21	66.7	13	9		
	NEWCASTLE	BMI REGIONAL	S	A	22	0	0	36.4	50.0	4.5	0.0	0.0	4.5	0.0	4.5	0.0	0.0	68	81.0	21	21		
	NEWCASTLE	BMI REGIONAL	S	D	22	0	0	0.0	59.1	27.3	4.5	4.5	0.0	0.0	4.5	0.0	0.0	71	100.0	3	21		
<b>TOTAL STAVANGER</b>					<b>385</b>	<b>0</b>	<b>4</b>	<b>5.4</b>	<b>53.7</b>	<b>24.4</b>	<b>3.3</b>	<b>7.2</b>	<b>3.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>17</b>	<b>78.7</b>	<b>12</b>	<b>384</b>		
STOCKHOLM (ARLANDA)																							
	BIRMINGHAM	JET2.COM 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	75	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
	BIRMINGHAM	SAS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	SAS	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		
	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	3	9		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	BRISTOL	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
	BRISTOL	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	16	22.2	28	9		
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	20	22.2	34	9		
	EDINBURGH	SAS	S	A	12	0	0	16.7	41.7	8.3	16.7	8.3	8.3	0.0	0.0	0.0	0.0	14	76.5	13	17		
	EDINBURGH	SAS	S	D	12	0	0	0.0	58.3	16.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	13	76.5	13	17		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	137	0	0	22.6	37.2	29.2	3.6	5.1	1.5	0.7	0.0	0.0	0.0	7	79.6	12	137		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	138	0	0	0.0	58.7	29.7	8.0	2.2	1.4	0.0	0.0	0.0	0.0	5	84.1	9	138		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	114	0	3	27.4	35.9	18.8	10.3	3.4	1.7	0.0	0.0	0.0	0.0	7	80.0	8	146		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	114	0	3	0.0	44.4	36.8	9.4	5.1	1.7	0.0	0.0	0.0	0.0	8	83.3	8	147		
	HEATHROW	SAS	S	A	114	0	0	14.0	50.0	24.6	6.1	3.5	1.8	0.0	0.0	0.0	0.0	6	64.3	15	69		
	HEATHROW	SAS	S	D	114	0	0	0.0	57.0	33.3	3.5	2.6	1.8	1.8	0.0	0.0	0.0	7	90.1	3	70		

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										JAN 2018					
								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	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	48	0	0	10.4	37.5	27.1	14.6	8.3	0.0	2.1	0.0	0.0	0.0	0.0	11	48.5	20	101	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	49	0	0	0.0	49.0	36.7	8.2	4.1	0.0	2.0	0.0	0.0	0.0	0.0	7	83.0	9	100	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	22	10	
	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	70.0	8	10	
	LUTON	EASYJET UK 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	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	STANSTED	JET2.COM LTD	C	A	3	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	JET2.COM LTD	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	TRANSAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	87	2	
	STANSTED	TRANSAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
	MANCHESTER	JET2.COM 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	62	0.0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	9	77.8	5	9	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	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	22	55.6	21	9	
	MANCHESTER	SAS	S	A	34	0	0	2.9	29.4	35.3	20.6	5.9	0.0	0.0	5.9	0.0	0.0	0.0	19	75.0	10	39	
	MANCHESTER	SAS	S	D	34	0	0	0.0	32.4	32.4	14.7	14.7	0.0	0.0	5.9	0.0	0.0	0.0	22	82.5	9	39	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>986</b>	<b>0</b>	<b>6</b>	<b>8.8</b>	<b>44.2</b>	<b>30.0</b>	<b>9.1</b>	<b>4.7</b>	<b>1.7</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>76.6</b>	<b>11</b>	<b>1098</b>	
STOCKHOLM (SKAVSTA)																							
	EDINBURGH	RYANAIR	S	A	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	18	0.0	0	0	
	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	10	0.0	0	0	
	STANSTED	RYANAIR	S	A	65	0	0	16.9	36.9	23.1	13.8	9.2	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	14	70	
	STANSTED	RYANAIR	S	D	65	0	0	0.0	12.3	58.5	15.4	12.3	1.5	0.0	0.0	0.0	0.0	0.0	13	61.4	20	70	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>23.3</b>	<b>41.8</b>	<b>15.1</b>	<b>11.6</b>	<b>0.7</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>66.4</b>	<b>17</b>	<b>140</b>	
STORNOWAY																							
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	23	21	
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	22	19	
	EDINBURGH	LOGANAIR LTD	S	A	28	0	4	9.4	31.3	18.8	12.5	9.4	6.3	0.0	0.0	0.0	0.0	12.5	15	80.0	11	29	
	EDINBURGH	LOGANAIR LTD	S	D	29	0	6	0.0	20.0	42.9	5.7	5.7	8.6	0.0	0.0	0.0	0.0	17.1	15	86.7	9	29	
	GLASGOW	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	60.3	17	62	
	GLASGOW	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	62.8	12	63	
	GLASGOW	LOGANAIR LTD	S	A	84	0	0	25.0	29.8	31.0	3.6	3.6	1.2	3.6	2.4	0.0	0.0	0.0	15	68.3	25	98	
	GLASGOW	LOGANAIR LTD	S	D	84	0	0	2.4	56.0	31.0	6.0	3.6	0.0	0.0	1.2	0.0	0.0	0.0	7	72.1	22	99	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: S																	JAN 2018			
		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
								11.1	37.9	31.1	6.0	4.7	2.6	1.3	1.3	0.0	0.0	4.3	12	67.0	19	437
	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	53.8	26	9
	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	50.0	31	8
<b>TOTAL STORNOWAY</b>					<b>225</b>	<b>0</b>	<b>10</b>	<b>11.1</b>	<b>37.9</b>	<b>31.1</b>	<b>6.0</b>	<b>4.7</b>	<b>2.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>12</b>	<b>67.0</b>	<b>19</b>	<b>437</b>
STUTTART																						
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	6.5	35.5	29.0	9.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	15	86.1	6	36
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	9.7	67.7	9.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	15	97.2	5	36
	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	66.7	11	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	66.7	8	9
	EDINBURGH	EASYJET UK LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	12	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	13	30
	GATWICK	EASYJET UK LTD	S	A	21	0	0	9.5	33.3	19.0	9.5	14.3	9.5	4.8	0.0	0.0	0.0	0.0	25	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	21	0	0	0.0	42.9	42.9	9.5	0.0	4.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	0	2	9.3	46.5	23.3	9.3	4.7	2.3	0.0	0.0	0.0	0.0	4.7	7	81.7	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	0	2	0.0	58.1	32.6	2.3	2.3	0.0	0.0	0.0	0.0	0.0	4.7	2	96.7	2	60
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	79	0	1	21.3	50.0	20.0	3.8	2.5	1.3	0.0	0.0	0.0	0.0	1.3	4	72.5	13	79
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	79	0	1	1.3	47.5	38.8	5.0	3.8	2.5	0.0	0.0	0.0	0.0	1.3	7	76.3	12	79
	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	0.0	0	60.6	20	33
	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	0.0	0	48.5	22	33
	STANSTED	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	0.0	135	0.0	0	0
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	41.2	29.4	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	82.4	9	17
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	17.6	70.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	6	17
<b>TOTAL STUTTART</b>					<b>383</b>	<b>0</b>	<b>6</b>	<b>6.7</b>	<b>42.2</b>	<b>34.4</b>	<b>6.7</b>	<b>5.4</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>78.9</b>	<b>10</b>	<b>528</b>
SUCEAVA																						
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	20
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	12	21
	LUTON	WIZZ AIR UK LTD	S	A	28	0	0	7.1	17.9	53.6	10.7	0.0	3.6	3.6	3.6	0.0	0.0	0.0	22	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	28	0	0	0.0	32.1	42.9	17.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL SUCEAVA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>48.2</b>	<b>14.3</b>	<b>3.6</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>61.0</b>	<b>19</b>	<b>41</b>
SULAYMANIYAH INT																						
	GATWICK	IRAQI AIRWAYS	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: S																	JAN 2018			
		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	IRAQI AIRWAYS	S	D	5	0	0	0.0	20.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
<b>TOTAL SULAYMANIYAH INT</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>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SUMBURGH																						
	ABERDEEN	EASTERN AIRWAYS	S	A	76	0	35	27.0	9.9	5.4	4.5	5.4	3.6	8.1	3.6	0.9	0.0	31.5	48	40.2	45	65
	ABERDEEN	EASTERN AIRWAYS	S	D	76	0	16	12.0	25.0	27.2	4.3	1.1	5.4	4.3	3.3	0.0	0.0	17.4	26	49.0	30	69
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.8	16	10
	ABERDEEN	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	20	10
	ABERDEEN	LOGANAIR LTD	S	A	109	0	2	18.0	45.9	19.8	2.7	1.8	6.3	1.8	0.9	0.9	0.0	1.8	17	68.9	19	116
	ABERDEEN	LOGANAIR LTD	S	D	107	0	3	0.9	54.5	26.4	6.4	1.8	4.5	1.8	0.9	0.0	0.0	2.7	13	75.0	19	119
	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	83.3	18	6
	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	83.3	14	6
	EDINBURGH	LOGANAIR LTD	S	A	63	0	3	19.7	37.9	21.2	3.0	3.0	1.5	3.0	3.0	3.0	0.0	4.5	31	68.3	37	55
	EDINBURGH	LOGANAIR LTD	S	D	64	0	2	0.0	45.5	34.8	3.0	4.5	4.5	3.0	1.5	0.0	0.0	3.0	16	70.7	21	54
	GLASGOW	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	83.3	15	6
	GLASGOW	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	83.3	15	6
	GLASGOW	LOGANAIR LTD	S	A	35	0	1	30.6	36.1	16.7	5.6	0.0	5.6	2.8	0.0	0.0	0.0	2.8	12	57.1	37	35
	GLASGOW	LOGANAIR LTD	S	D	36	0	0	0.0	55.6	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	63.9	21	35
<b>TOTAL SUMBURGH</b>					<b>566</b>	<b>0</b>	<b>62</b>	<b>13.7</b>	<b>37.1</b>	<b>21.8</b>	<b>4.3</b>	<b>2.9</b>	<b>4.3</b>	<b>3.5</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>9.9</b>	<b>22</b>	<b>61.5</b>	<b>26</b>	<b>592</b>
SYDNEY																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	45.2	41.9	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	90.3	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	48.4	25.8	3.2	9.7	0.0	0.0	0.0	0.0	0.0	18	77.4	7	31
	HEATHROW	QANTAS	S	A	31	0	0	0.0	3.2	38.7	29.0	19.4	6.5	0.0	3.2	0.0	0.0	0.0	31	77.4	18	31
	HEATHROW	QANTAS	S	D	31	0	0	0.0	45.2	41.9	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	90.3	8	31
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.6</b>	<b>42.7</b>	<b>17.7</b>	<b>7.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.9</b>	<b>10</b>	<b>124</b>
SZCZECIN (GOLENOW)																						
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	34	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	10	8
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6
	STANSTED	RYANAIR	S	A	23	0	0	0.0	39.1	43.5	4.3	13.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	25	24
	STANSTED	RYANAIR	S	D	23	0	0	0.0	26.1	60.9	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.7	3	24
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>34.4</b>	<b>50.0</b>	<b>7.8</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>78.9</b>	<b>14</b>	<b>76</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
SZYMANY (MAZURY)																							
	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	87.5	2	7	
	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	3	7	
	LUTON	WIZZ AIR UK LTD	S	A	11	0	0	27.3	18.2	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	11	0	0	0.0	45.5	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	RYANAIR	S	A	15	0	0	0.0	33.3	26.7	13.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	16	57.1	15	14	
	STANSTED	RYANAIR	S	D	15	0	0	0.0	26.7	60.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	6	14	
<b>TOTAL SZYMANY (MAZURY)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>30.8</b>	<b>44.2</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>9</b>	<b>77.3</b>	<b>8</b>	<b>42</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018																	
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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		17		0		0		58.8		29.4		5.9		5.9		0.0		0.0		0.0		0.0		0.0		0.0		2		50.0		22		18			
		GATWICK		CHINA AIRLINES		S D		17		0		0		0.0		82.4		5.9		5.9		5.9		0.0		0.0		0.0		0.0		0.0		5		88.9		3		18			
		HEATHROW		EVA AIR		S A		31		0		0		9.7		16.1		16.1		16.1		29.0		12.9		0.0		0.0		0.0		0.0		26		35.5		26		31			
		HEATHROW		EVA AIR		S D		31		0		0		0.0		0.0		41.9		22.6		32.3		3.2		0.0		0.0		0.0		0.0		26		51.6		21		31			
<b>TOTAL TAIPEI</b>								<b>96</b>		<b>0</b>		<b>0</b>		<b>13.5</b>		<b>25.0</b>		<b>20.8</b>		<b>14.6</b>		<b>20.8</b>		<b>5.2</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>18</b>		<b>53.1</b>		<b>20</b>		<b>98</b>	
TALLIN																																											
		EDINBURGH		RYANAIR		S A		8		0		0		0.0		0.0		50.0		37.5		12.5		0.0		0.0		0.0		0.0		0.0		20		0.0		0		0			
		EDINBURGH		RYANAIR		S D		8		0		0		0.0		25.0		62.5		0.0		12.5		0.0		0.0		0.0		0.0		0.0		6		0.0		0		0			
		GATWICK		AIR BALTIC		S A		8		0		0		0.0		75.0		12.5		0.0		0.0		0.0		0.0		12.5		0.0		0.0		26		0.0		0		0			
		GATWICK		AIR BALTIC		S D		8		0		0		0.0		25.0		50.0		12.5		0.0		0.0		0.0		12.5		0.0		0.0		33		0.0		0		0			
		GATWICK		EASYJET AIRLINE COMPANY LTD		S A		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		100.0		2		10			
		GATWICK		EASYJET AIRLINE COMPANY LTD		S D		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		100.0		2		10			
		GATWICK		EASYJET UK LTD		S A		11		0		0		27.3		54.5		0.0		18.2		0.0		0.0		0.0		0.0		0.0		0.0		4		0.0		0		0			
		GATWICK		EASYJET UK LTD		S D		11		0		0		0.0		90.9		0.0		9.1		0.0		0.0		0.0		0.0		0.0		0.0		2		0.0		0		0			
		HEATHROW		BRITISH AIRWAYS PLC		S A		8		0		0		0.0		25.0		37.5		12.5		25.0		0.0		0.0		0.0		0.0		0.0		15		88.9		8		9			
		HEATHROW		BRITISH AIRWAYS PLC		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		5		88.9		3		9			
		LUTON		WIZZ AIR UK LTD		S A		12		0		0		25.0		8.3		41.7		8.3		16.7		0.0		0.0		0.0		0.0		0.0		13		0.0		0		0			
		LUTON		WIZZ AIR UK LTD		S D		12		0		0		0.0		66.7		33.3		0.0		0.0		0.0		0.0		0.0		0.0		0.0		2		0.0		0		0			
		STANSTED		RYANAIR		S A		19		0		0		0.0		0.0		42.1		36.8		21.1		0.0		0.0		0.0		0.0		0.0		21		55.0		14		20			
		STANSTED		RYANAIR		S D		19		0		0		0.0		31.6		68.4		0.0		0.0		0.0		0.0		0.0		0.0		0.0		3		90.0		5		20			
<b>TOTAL TALLIN</b>								<b>132</b>		<b>0</b>		<b>0</b>		<b>4.5</b>		<b>34.8</b>		<b>37.9</b>		<b>13.6</b>		<b>7.6</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>12</b>		<b>83.3</b>		<b>7</b>		<b>78</b>	
TAMPA																																											
		GATWICK		BRITISH AIRWAYS PLC		S A		26		0		0		23.1		34.6		15.4		15.4		11.5		0.0		0.0		0.0		0.0		0.0		9		92.0		4		25			
		GATWICK		BRITISH AIRWAYS PLC		S D		26		0		0		0.0		61.5		26.9		7.7		3.8		0.0		0.0		0.0		0.0		0.0		5		62.5		14		24			
		GATWICK		NORWEGIAN AIR UK LTD		S A		9		0		0		0.0		33.3		11.1		22.2		33.3		0.0		0.0		0.0		0.0		0.0		20		0.0		0		0			
		GATWICK		NORWEGIAN AIR UK 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		4		0.0		0		0			
<b>TOTAL TAMPA</b>								<b>70</b>		<b>0</b>		<b>0</b>		<b>8.6</b>		<b>44.3</b>		<b>24.3</b>		<b>12.9</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>9</b>		<b>77.6</b>		<b>9</b>		<b>49</b>			
TANGIERS (IBN BATUTA)																																											
		GATWICK		AIR ARABIA MAROC		S A		8		0		0		0.0		0.0		62.5		25.0		12.5		0.0		0.0		0.0		0.0		0.0		13		62.5		23		8			
		GATWICK		AIR ARABIA MAROC		S D		8		0		0		0.0		0.0		50.0		50.0		0.0		0.0		0.0		0.0		0.0		0.0		17		37.5		29		8			
<b>TOTAL TANGIERS (IBN BATUTA)</b>								<b>16</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>0.0</b>		<b>56.3</b>		<b>37.5</b>		<b>6.3</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>15</b>		<b>50.0</b>		<b>26</b>		<b>16</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: T																	JAN 2018				
		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	
TARBES-LOURDES INTERNATIONAL																							
	STANSTED	RYANAIR	S	A	10	0	0	20.0	50.0	10.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	34	88.9	5	9	
	STANSTED	RYANAIR	S	D	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	10	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>25.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>94.7</b>	<b>4</b>	<b>19</b>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	S	A	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	16	55.6	25	9	
	HEATHROW	UZBEKISTAN AIRLINES	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	21	55.6	23	9	
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>61.1</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>0.0</b>	<b>19</b>	<b>55.6</b>	<b>24</b>	<b>18</b>	
TATRY-POPRAD																							
	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	84.6	3	13	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	13	
	LUTON	WIZZ AIR UK LTD	S	A	14	0	0	21.4	21.4	42.9	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	35.7	57.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TATRY-POPRAD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.6</b>	<b>50.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
TBILISI																							
	GATWICK	GEORGIAN AIRWAYS	S	A	11	0	2	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	2	55.6	13	9	
	GATWICK	GEORGIAN AIRWAYS	S	D	11	0	2	23.1	53.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15.4	6	100.0	4	9	
<b>TOTAL TBILISI</b>					<b>22</b>	<b>0</b>	<b>4</b>	<b>26.9</b>	<b>46.2</b>	<b>7.7</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>0.0</b>	<b>15.4</b>	<b>4</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
TEESSIDE INTERNATIONAL AIRPORT																							
	ABERDEEN	FLYBE LTD	S	A	48	0	7	10.9	43.6	16.4	3.6	5.5	5.5	1.8	0.0	0.0	0.0	12.7	13	100.0	0	1	
	ABERDEEN	FLYBE LTD	S	D	51	0	5	1.8	37.5	30.4	1.8	8.9	8.9	1.8	0.0	0.0	0.0	8.9	20	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.4	13	57	
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.1	16	60	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1	
	GATWICK	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	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	
	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 TEESSIDE INTERNATIONAL AIRPORT</b>					<b>101</b>	<b>0</b>	<b>12</b>	<b>6.2</b>	<b>39.8</b>	<b>24.8</b>	<b>2.7</b>	<b>7.1</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.6</b>	<b>16</b>	<b>77.7</b>	<b>14</b>	<b>121</b>	
TEHRAN IMAM KHOMEINI																							
	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	54.5	14	19	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018				
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	81.0	3	20				
		HEATHROW	IRAN AIR	S	A	14	0	0	0.0	21.4	21.4	35.7	7.1	0.0	0.0	14.3	0.0	0.0	0.0	54	38.5	72	12			
		HEATHROW	IRAN AIR	S	D	14	0	0	7.1	64.3	7.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	76.9	41	12			
<b>TOTAL TEHRAN IMAM KHOMEINI</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>42.9</b>	<b>14.3</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>63.8</b>	<b>27</b>	<b>63</b>				
TEL AVIV		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	13	9				
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	9				
		GATWICK	EASYJET UK LTD	S	A	10	0	0	10.0	20.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
		GATWICK	EASYJET UK LTD	S	D	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	20	0.0	0	0			
		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	30.6	43.5	16.1	4.8	1.6	0.0	1.6	0.0	1.6	0.0	0.0	27	67.7	13	61			
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	24.2	59.7	8.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.1	11	62			
		HEATHROW	EL AL	S	A	50	0	0	42.0	34.0	20.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	66.0	15	50			
		HEATHROW	EL AL	S	D	50	0	0	0.0	24.0	60.0	12.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	8	72.0	12	50			
		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	42.9	22	56				
		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	80.4	10	56				
		LUTON	EASYJET UK LTD	S	A	57	0	1	5.2	22.4	29.3	19.0	17.2	5.2	0.0	0.0	0.0	0.0	1.7	19	0.0	0	0			
		LUTON	EASYJET UK LTD	S	D	58	0	0	0.0	15.5	62.1	13.8	6.9	1.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
		LUTON	EL AL	S	A	13	0	1	21.4	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	81.0	8	21			
		LUTON	EL AL	S	D	13	0	1	0.0	21.4	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	9	76.2	10	21			
		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	52.9	26	17				
		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	70.6	17	17				
		LUTON	WIZZ AIR UK LTD	S	A	29	0	0	24.1	31.0	17.2	20.7	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
		LUTON	WIZZ AIR UK LTD	S	D	30	0	0	0.0	13.3	56.7	20.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
		STANSTED	ARKIA	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0			
		STANSTED	ARKIA	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	28	0.0	0	0			
		STANSTED	EASYJET UK LTD	S	A	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	19	0.0	0	0			
		STANSTED	EASYJET UK LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
		MANCHESTER	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	11.1	46	9				
		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	55.6	20	9				
		MANCHESTER	EASYJET UK LTD	S	A	8	0	0	0.0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0			
		MANCHESTER	EASYJET UK 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	0.0	0	0			
<b>TOTAL TEL AVIV</b>						<b>484</b>	<b>0</b>	<b>3</b>	<b>11.1</b>	<b>25.3</b>	<b>40.2</b>	<b>13.8</b>	<b>6.8</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>68.1</b>	<b>15</b>	<b>447</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: T																	JAN 2018				
		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	
TENERIFE (SURREINA SOFIA)																							
	ABERDEEN	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	7	9	
	ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	12	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	30.0	10.0	30.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	23	80.0	17	10	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	15	10	
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	10	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	44.4	21	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	3	10	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	81.8	6	11	
	BIRMINGHAM	EASYJET UK LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	33	0	0	27.3	36.4	15.2	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	89.7	4	29	
	BIRMINGHAM	JET2.COM LTD	S	D	33	0	0	0.0	24.2	54.5	15.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	7	89.7	7	29	
	BIRMINGHAM	RYANAIR	S	A	20	0	0	15.0	35.0	30.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	12	81.8	7	22	
	BIRMINGHAM	RYANAIR	S	D	20	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	72.7	12	22	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	12	0	0	8.3	33.3	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	16	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	25.0	41.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	9	10	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	5.6	22.2	44.4	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	60.0	17	15	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	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	6	85.7	6	14	
	BOURNEMOUTH	RYANAIR	S	A	5	0	0	20.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	5	
	BOURNEMOUTH	RYANAIR	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	11	100.0	0	5	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	6	9	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9	
	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	84.6	4	13	
	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	92.3	9	13	
	BRISTOL	EASYJET UK LTD	S	A	16	1	0	17.6	41.2	23.5	11.8	0.0	0.0	0.0	0.0	0.0	5.9	0.0	4	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	18	0	0	0.0	50.0	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BRISTOL	RYANAIR	S	A	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	14	53.3	16	15	
	BRISTOL	RYANAIR	S	D	16	0	0	0.0	81.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.3	3	15	
	BRISTOL	THOMAS COOK AIRLINES LTD	C	A	7	2	0	11.1	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	22.2	0.0	12	44.4	22	9	
	BRISTOL	THOMAS COOK AIRLINES LTD	C	D	8	1	0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	4	100.0	2	9	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	15	9	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9		
CARDIFF WALES	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	13	8		
CARDIFF WALES	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	55.6	19	8		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	30.8	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	54.5	14	11		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	13	0	0	0.0	23.1	69.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10	90.9	3	11		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	13	0	0	23.1	23.1	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	57.1	21	14		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	14	14		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	23	0	0	34.8	13.0	34.8	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	85.0	12	20		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	23	0	0	0.0	60.9	30.4	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	6	94.7	3	19		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	27	0	0	0.0	44.4	22.2	29.6	3.7	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	21	24		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	28	0	0	0.0	25.0	53.6	10.7	7.1	0.0	0.0	3.6	0.0	0.0	0.0	15	91.7	8	24		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	17	0	0	17.6	23.5	29.4	11.8	17.6	0.0	0.0	0.0	0.0	0.0	0.0	13	78.9	11	19		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	17	0	0	0.0	64.7	29.4	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	19		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	13	0	0	7.7	30.8	23.1	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	50.0	16	6		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	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	2	80.0	42	10		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	5		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	29	14		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	14		
EDINBURGH	EASYJET UK LTD	S	A	14	0	0	7.1	35.7	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
EDINBURGH	EASYJET UK LTD	S	D	13	0	0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	A	16	0	0	18.8	31.3	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	5	14		
EDINBURGH	JET2.COM LTD	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	92.9	2	14		
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	44.4	20	9		
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	9		
EDINBURGH	RYANAIR	S	A	18	0	0	0.0	11.1	38.9	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	60.0	15	20		
EDINBURGH	RYANAIR	S	D	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	7	85.0	6	20		
EDINBURGH	TUI AIRWAYS LTD	C	A	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	9	9		
EDINBURGH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	9		
EXETER	TUI AIRWAYS LTD	C	A	14	0	0	14.3	35.7	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	92.9	3	14		
EXETER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	64.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	14		

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GLASGOW	JET2.COM LTD	S A	25	0	0	0	16.0	40.0	12.0	4.0	20.0	8.0	0.0	0.0	0.0	0.0	0.0	17	91.7	9	24		
GLASGOW	JET2.COM LTD	S D	25	0	0	0	0.0	52.0	28.0	12.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	10	91.7	5	24		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	25	0	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	75.9	10	29		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	25	0	0	0	0.0	44.0	40.0	4.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	10	86.2	5	29		
GLASGOW	TUI AIRWAYS LTD	C A	8	0	0	0	0.0	12.5	37.5	25.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	163	57.1	22	7		
GLASGOW	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	0.0	37.5	50.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	48	71.4	15	7		
LEEDS BRADFORD	JET2.COM LTD	S A	25	0	0	0	12.0	24.0	44.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	5	18		
LEEDS BRADFORD	JET2.COM LTD	S D	24	1	0	0	0.0	40.0	44.0	4.0	4.0	4.0	0.0	0.0	0.0	4.0	0.0	6	100.0	3	20		
LEEDS BRADFORD	RYANAIR	S A	16	0	0	0	6.3	31.3	31.3	0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	14	53.8	26	12		
LEEDS BRADFORD	RYANAIR	S D	16	0	0	0	0.0	25.0	68.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	69.2	26	13		
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	0.0	22	1		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	6	0	0	0	16.7	33.3	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	7		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	6	0	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
GATWICK	AIR EUROPA	C A	2	0	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
GATWICK	AIR EUROPA	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	39	0	0	0	48.7	30.8	7.7	10.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	78.1	7	32		
GATWICK	BRITISH AIRWAYS PLC	S D	39	0	0	0	0.0	38.5	48.7	5.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	32		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	51		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.3	9	51		
GATWICK	EASYJET UK LTD	S A	51	0	0	0	33.3	33.3	27.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	51	0	0	0	0.0	27.5	56.9	11.8	3.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	18	0	0	0	5.6	33.3	11.1	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	13	85.7	7	21		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	18	0	0	0	0.0	72.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.5	6	21		
GATWICK	THOMAS COOK AIRLINES LTD	S A	18	0	0	0	22.2	38.9	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	24	13		
GATWICK	THOMAS COOK AIRLINES LTD	S D	18	0	0	0	0.0	5.6	61.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	54.5	49	11		
GATWICK	TUI AIRWAYS LTD	C A	27	0	0	0	0.0	40.7	37.0	7.4	14.8	0.0	0.0	0.0	0.0	0.0	0.0	10	35.7	21	28		
GATWICK	TUI AIRWAYS LTD	C D	27	0	0	0	0.0	18.5	63.0	11.1	7.4	0.0	0.0	0.0	0.0	0.0	0.0	10	96.2	5	26		
GATWICK	WOW AIR	S D	0	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
												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	
HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	53	4					
HEATHROW	BRITISH AIRWAYS PLC	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	75.0	53	4					
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	84.6	12	13						
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	76.9	14	13						
LUTON	EASYJET UK LTD	S	A	14	0	0	7.1	42.9	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
LUTON	EASYJET UK LTD	S	D	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
LUTON	RYANAIR	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	23	77.8	10	9						
LUTON	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	5	100.0	0	9						
LUTON	TUI AIRWAYS LTD	C	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	66.7	10	9						
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	9						
STANSTED	JET2.COM LTD	S	A	34	0	0	8.8	41.2	23.5	14.7	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	69.6	17	23						
STANSTED	JET2.COM LTD	S	D	34	0	0	0.0	41.2	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.7	3	23						
STANSTED	RYANAIR	S	A	47	0	0	6.4	31.9	40.4	8.5	8.5	2.1	2.1	0.0	0.0	0.0	0.0	13	58.5	16	41						
STANSTED	RYANAIR	S	D	47	0	0	0.0	27.7	55.3	10.6	6.4	0.0	0.0	0.0	0.0	0.0	0.0	7	85.4	7	41						
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	0.0	16	1						
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	66.7	15	9						
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	100.0	1	9						
MANCHESTER	AIR EUROPA	C	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1						
MANCHESTER	AIR EUROPA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.9	1	32						
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	93.8	4	32						
MANCHESTER	EASYJET UK LTD	S	A	35	0	0	51.4	22.9	5.7	5.7	5.7	2.9	0.0	2.9	2.9	0.0	0.0	26	0.0	0	0						
MANCHESTER	EASYJET UK LTD	S	D	35	0	0	2.9	42.9	40.0	8.6	2.9	0.0	0.0	0.0	2.9	0.0	0.0	17	0.0	0	0						
MANCHESTER	JET2.COM LTD	S	A	40	0	0	17.5	20.0	30.0	20.0	10.0	2.5	0.0	0.0	0.0	0.0	0.0	13	78.8	12	33						
MANCHESTER	JET2.COM LTD	S	D	40	0	0	0.0	7.5	75.0	7.5	2.5	5.0	2.5	0.0	0.0	0.0	0.0	14	90.6	6	32						
MANCHESTER	RYANAIR	S	A	42	0	0	9.5	38.1	31.0	11.9	7.1	2.4	0.0	0.0	0.0	0.0	0.0	10	79.3	9	29						
MANCHESTER	RYANAIR	S	D	42	0	0	0.0	38.1	35.7	4.8	11.9	7.1	2.4	0.0	0.0	0.0	0.0	17	82.8	10	29						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	35	0	0	17.1	20.0	37.1	5.7	11.4	5.7	2.9	0.0	0.0	0.0	0.0	17	47.4	17	19						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	34	0	0	0.0	14.7	64.7	2.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	26	94.7	6	19						
MANCHESTER	THOMAS COOK SCANDANAVIA	S	A	0	0	0	0.0	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	TUI AIRWAYS LTD	C	A	34	0	0	0.0	26.5	44.1	8.8	14.7	2.9	0.0	2.9	0.0	0.0	0.0	22	67.6	13	37						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	TUI AIRWAYS LTD	C	D	34	0	0	0.0	14.7	67.6	5.9	2.9	5.9	0.0	2.9	0.0	0.0	0.0	17	82.9	7	35	
	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	100.0	3	1		
	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	100.0	0	1		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	NEWCASTLE	EASYJET UK LTD	S	A	9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	NEWCASTLE	EASYJET UK 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	8	0.0	0	0		
	NEWCASTLE	JET2.COM LTD	S	A	18	0	0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	4	18		
	NEWCASTLE	JET2.COM LTD	S	D	18	0	0	0.0	27.8	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	18		
	NEWCASTLE	RYANAIR	S	A	13	0	0	7.7	15.4	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	85.7	5	14		
	NEWCASTLE	RYANAIR	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	16	64.3	17	14		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	80.0	7	10		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	10	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	3	10		
	NEWCASTLE	TUI AIRWAYS LTD	S	A	11	0	0	18.2	27.3	27.3	9.1	0.0	9.1	9.1	0.0	0.0	0.0	20	72.7	10	11		
	NEWCASTLE	TUI AIRWAYS LTD	S	D	10	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	29	77.8	9	9		
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9		
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	SOUTHEND	EASYJET UK 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	4	0.0	0	0		
	SOUTHEND	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>2016</b>	<b>5</b>	<b>1</b>	<b>8.0</b>	<b>31.7</b>	<b>39.4</b>	<b>11.6</b>	<b>6.4</b>	<b>1.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.1</b>	<b>0.2</b>	<b>0.0</b>	<b>11</b>	<b>80.7</b>	<b>10</b>	<b>1861</b>	
TIANJIN																							
	GATWICK	TIANJIN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	35	9		
	GATWICK	TIANJIN AIRLINES	S	D	0	0	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		
	HEATHROW	TIANJIN AIRLINES	S	A	26	0	0	19.2	34.6	15.4	3.8	19.2	7.7	0.0	0.0	0.0	0.0	16	0.0	0	0		
	HEATHROW	TIANJIN AIRLINES	S	D	26	0	0	3.8	57.7	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL TIANJIN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>46.2</b>	<b>19.2</b>	<b>5.8</b>	<b>13.5</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>11</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
TIMISOARA																							
	LUTON	WIZZ AIR	S	A	31	0	0	25.8	25.8	22.6	9.7	6.5	6.5	0.0	0.0	3.2	0.0	0.0	27	90.0	7	30	
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	29.0	48.4	0.0	12.9	9.7	0.0	0.0	0.0	0.0	17	80.6	14	31		
	STANSTED	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	69.7	22	33	
	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	36.4	34	33		
<b>TOTAL TIMISOARA</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>12.7</b>	<b>27.0</b>	<b>34.9</b>	<b>4.8</b>	<b>9.5</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>68.5</b>	<b>20</b>	<b>127</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TIRANA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	36.4	51.5	9.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.4	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.3	5	31
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	2
	LUTON	WIZZ AIR UK LTD	S	A	17	0	0	5.9	11.8	58.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	17	0	0	0.0	41.2	58.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	STANSTED	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	30	2
	STANSTED	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	13	2
<b>TOTAL TIRANA</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>42.7</b>	<b>36.9</b>	<b>6.8</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>0.0</b>	<b>3</b>	<b>77.9</b>	<b>8</b>	<b>68</b>
TIREE																						
	GLASGOW	LOGANAIR LTD	S	A	44	0	6	12.0	40.0	18.0	2.0	0.0	10.0	4.0	2.0	0.0	0.0	12.0	23	73.7	15	49
	GLASGOW	LOGANAIR LTD	S	D	46	0	7	0.0	37.7	28.3	5.7	0.0	11.3	1.9	1.9	0.0	0.0	13.2	24	71.7	17	47
<b>TOTAL TIREE</b>					<b>90</b>	<b>0</b>	<b>13</b>	<b>5.8</b>	<b>38.8</b>	<b>23.3</b>	<b>3.9</b>	<b>0.0</b>	<b>10.7</b>	<b>2.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12.6</b>	<b>24</b>	<b>72.7</b>	<b>16</b>	<b>96</b>
TIRGU MURES																						
	LUTON	WIZZ AIR UK LTD	S	A	13	0	0	7.7	7.7	69.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	14	0	0	0.0	28.6	64.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL TIRGU MURES</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>66.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TOBAGO																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	28	9
	GATWICK	BRITISH AIRWAYS PLC	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	55.6	46	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS 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	5	77.8	7	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	44.4	16	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	5
<b>TOTAL TOBAGO</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.2</b>	<b>38.5</b>	<b>15.4</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>68.3</b>	<b>22</b>	<b>41</b>
TOKYO (HANEDA)																						
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	61.3	25.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.4	10	31
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	51.6	38.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	48.4	32.3	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	3.2	2	69.6	10	23
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	48.4	41.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	69.6	9	23

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
TOKYO (HANEDA)		HEATHROW	JAPAN AIRLINES	S	A	62	0	0	25.8	51.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	80.6	12	62					
		HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	53.2	41.9	1.6	3.2	0.0	0.0	0.0	0.0	0.0	3	90.3	6	62					
<b>TOTAL TOKYO (HANEDA)</b>						<b>247</b>	<b>0</b>	<b>1</b>	<b>20.2</b>	<b>46.0</b>	<b>27.8</b>	<b>4.0</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.2</b>	<b>8</b>	<b>232</b>					
TOKYO (NARITA)		HEATHROW	AEROFLOT	S	A	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	10	55.6	19	9					
		HEATHROW	AEROFLOT	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	62.5	16	8					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50.0	40.0	6.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	4	65.0	15	20					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	48.4	3.2	19.4	6.5	0.0	0.0	0.0	0.0	16	52.4	17	21					
<b>TOTAL TOKYO (NARITA)</b>						<b>76</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>34.2</b>	<b>31.6</b>	<b>1.3</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>9</b>	<b>58.6</b>	<b>17</b>	<b>58</b>					
TORONTO		GLASGOW	AIR TRANSAT	S	A	6	0	0	50.0	0.0	0.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	26	42.9	23	7					
		GLASGOW	AIR TRANSAT	S	D	6	0	0	33.3	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	13	85.7	9	7					
		GATWICK	AIR TRANSAT	S	A	31	0	0	9.7	12.9	22.6	12.9	12.9	3.2	9.7	16.1	0.0	0.0	0.0	67	58.1	40	31				
		GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	19.4	38.7	9.7	3.2	6.5	6.5	16.1	0.0	0.0	0.0	56	54.8	37	31				
		GATWICK	WEST JET AIRLINES	S	A	31	0	0	22.6	12.9	35.5	9.7	0.0	9.7	3.2	6.5	0.0	0.0	0.0	31	74.2	18	31				
		GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	6.5	48.4	22.6	3.2	6.5	9.7	3.2	0.0	0.0	0.0	36	54.8	35	31				
		HEATHROW	AIR CANADA	S	A	118	0	1	11.8	20.2	20.2	19.3	19.3	6.7	0.8	0.8	0.0	0.0	0.8	24	50.0	27	120				
		HEATHROW	AIR CANADA	S	D	119	0	0	0.0	25.2	56.3	8.4	6.7	2.5	0.0	0.8	0.0	0.0	0.0	11	71.4	13	119				
		HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	8.1	33.9	27.4	9.7	9.7	6.5	3.2	0.0	0.0	1.6	19	69.4	19	62					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	19.4	40.3	22.6	1.6	9.7	1.6	3.2	0.0	0.0	1.6	25	67.7	19	62				
		MANCHESTER	AIR TRANSAT	S	A	9	0	0	22.2	0.0	33.3	11.1	0.0	11.1	11.1	11.1	0.0	0.0	0.0	58	55.6	44	9				
		MANCHESTER	AIR TRANSAT	S	D	9	0	0	0.0	44.4	0.0	11.1	22.2	11.1	0.0	11.1	0.0	0.0	0.0	51	33.3	28	9				
<b>TOTAL TORONTO</b>						<b>513</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>20.9</b>	<b>35.5</b>	<b>14.1</b>	<b>9.3</b>	<b>6.2</b>	<b>2.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>27</b>	<b>62.0</b>	<b>23</b>	<b>519</b>				
TOULON / HYERES		CARDIFF WALES	THOMAS COOK 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	38	1					
		CARDIFF WALES	THOMAS COOK 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	100.0	0	1					
		NEWCASTLE	VOLOTEA	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	21	0.0	0	0					
		NEWCASTLE	VOLOTEA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
<b>TOTAL 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>11</b>	<b>50.0</b>	<b>19</b>	<b>2</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	93.8	3	16					
		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	93.8	4	16					
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	14	4					
		BIRMINGHAM	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	6	100.0	4	4					



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					JAN 2018		
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 A	27	5	0	0.0	3.1	3.1	0.0	3.1	0.0	0.0	0.0	0.0	75.0	15.6	0.0	644	0.0	0	0				
BRISTOL	BMI REGIONAL	S D	32	0	0	0.0	62.5	21.9	9.4	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
BRISTOL	EASTERN AIRWAYS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	67.9	18	28				
BRISTOL	EASTERN AIRWAYS	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.9	13	29				
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	18				
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	94.4	4	18				
BRISTOL	EASYJET UK LTD	S A	18	0	0	0.0	11.1	22.2	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0				
BRISTOL	EASYJET UK LTD	S D	19	0	0	5.3	36.8	36.8	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
CARDIFF WALES	EASYJET UK LTD	S A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	0				
CARDIFF WALES	SIAVIA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1				
CARDIFF WALES	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	100.0	0	1				
EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1				
EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1				
EDINBURGH	BA CITYFLYER LTD	C A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	4				
EDINBURGH	BA CITYFLYER LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	20	4				
EDINBURGH	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	5	77.8	15	9				
EDINBURGH	RYANAIR	S D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	9				
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S A	11	0	0	54.5	45.5	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				
LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S D	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	0.0	0	0.0	0	0				
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	9	62				
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	8	62				
GATWICK	EASYJET UK LTD	S A	61	0	0	16.4	54.1	16.4	1.6	8.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
GATWICK	EASYJET UK LTD	S D	61	0	0	0.0	44.3	41.0	4.9	6.6	3.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0				
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4				
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	0.0	1	100.0	2	4				
HEATHROW	BRITISH AIRWAYS PLC	S A	93	0	0	7.5	51.6	35.5	4.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.2	11	78				
HEATHROW	BRITISH AIRWAYS PLC	S D	93	0	0	0.0	66.7	23.7	6.5	2.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	7	78				
LUTON	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	50	14				
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	53.8	18	13				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	LUTON	EASYJET UK LTD	S	A	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	5	0.0	0	0
	LUTON	EASYJET UK LTD	S	D	12	0	0	0.0	58.3	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	STANSTED	RYANAIR	S	A	63	0	0	1.6	41.3	27.0	12.7	15.9	1.6	0.0	0.0	0.0	0.0	0.0	12	70.5	19	61
	STANSTED	RYANAIR	S	D	61	0	0	0.0	27.9	52.5	9.8	9.8	0.0	0.0	0.0	0.0	0.0	0.0	10	75.4	13	61
	MANCHESTER	FLYBE LTD	S	A	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	95.7	4	23
	MANCHESTER	FLYBE LTD	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	95.7	2	23
	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	11	100.0	4	4
	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	20	100.0	0	4
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>644</b>	<b>6</b>	<b>0</b>	<b>4.6</b>	<b>46.8</b>	<b>29.7</b>	<b>7.1</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>34</b>	<b>80.3</b>	<b>11</b>	<b>654</b>
TOURS																						
	STANSTED	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	100.0	0	8
	STANSTED	RYANAIR	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8
<b>TOTAL TOURS</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>2</b>	<b>16</b>
TREVISO																						
	BIRMINGHAM	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	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	13	55.6	20	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	10	9
	EDINBURGH	RYANAIR	S	A	13	0	0	7.7	69.2	0.0	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	92.9	4	14
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	5	14
	STANSTED	RYANAIR	S	A	82	0	0	6.1	23.2	41.5	22.0	3.7	2.4	0.0	1.2	0.0	0.0	0.0	15	74.4	13	82
	STANSTED	RYANAIR	S	D	82	0	0	0.0	26.8	56.1	15.9	1.2	0.0	0.0	0.0	0.0	0.0	0.0	6	85.5	10	83
	MANCHESTER	RYANAIR	S	A	14	0	0	28.6	21.4	35.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	7.1	78.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL TREVISO</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>26.5</b>	<b>48.3</b>	<b>17.6</b>	<b>2.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.2</b>	<b>11</b>	<b>212</b>
TRIESTE (RONCHI DEI LEGIONARI)																						
	STANSTED	RYANAIR	S	A	12	0	0	16.7	41.7	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	93.3	10	15
	STANSTED	RYANAIR	S	D	12	0	0	0.0	50.0	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	8	14
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>45.8</b>	<b>33.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>89.7</b>	<b>9</b>	<b>29</b>
TROMSOE																						
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	17.6	35.3	23.5	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	92.3	8	13
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	70.6	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	84.6	7	13
	LUTON	WIZZ AIR UK LTD	S	A	8	0	0	0.0	12.5	25.0	0.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL TROMSOE</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>45.1</b>	<b>25.5</b>	<b>7.8</b>	<b>5.9</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>15</b>	<b>88.5</b>	<b>8</b>	<b>26</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: T																	JAN 2018				
		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	
TRONDHEIM (VAERNES)																							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	27	0	0	33.3	18.5	7.4	25.9	0.0	7.4	7.4	0.0	0.0	0.0	0.0	20	77.8	9	26	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0.0	48.1	40.7	0.0	3.7	3.7	3.7	0.0	0.0	0.0	0.0	12	81.5	5	27	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>24.1</b>	<b>13.0</b>	<b>1.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.6</b>	<b>7</b>	<b>53</b>	
TUNIS																							
	GATWICK	TUNISAIR	S	A	9	0	1	0.0	0.0	0.0	10.0	40.0	40.0	0.0	0.0	0.0	0.0	10.0	60	42.9	22	14	
	GATWICK	TUNISAIR	S	D	9	0	1	0.0	0.0	0.0	0.0	40.0	40.0	10.0	0.0	0.0	0.0	10.0	74	35.7	29	14	
	HEATHROW	TUNISAIR	S	A	17	0	0	0.0	0.0	11.8	29.4	29.4	29.4	0.0	0.0	0.0	0.0	0.0	51	41.2	34	17	
	HEATHROW	TUNISAIR	S	D	17	0	0	0.0	5.9	5.9	29.4	29.4	17.6	11.8	0.0	0.0	0.0	0.0	50	41.2	32	17	
<b>TOTAL TUNIS</b>					<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>1.9</b>	<b>5.6</b>	<b>20.4</b>	<b>33.3</b>	<b>29.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>56</b>	<b>40.3</b>	<b>29</b>	<b>62</b>	
TURIN																							
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	44.4	20	9	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	14	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	5	4	
	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	7	100.0	1	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	9	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	3	100.0	0	3	
	BOURNEMOUTH	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	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	100.0	3	4	
	BRISTOL	EASYJET UK LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BRISTOL	EASYJET UK LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	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	0.0	7	50.0	19	4	
	BRISTOL	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	12	4	
	DONCASTER SHEFFIELD	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	
	DONCASTER SHEFFIELD	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	
	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	50.0	11	4	
	EDINBURGH	JET2.COM LTD	S	D	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	4	
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	23	4	
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
	LEEDS BRADFORD	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	26	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GATWICK	BRITISH AIRWAYS PLC	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	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC	S A	62	0	0	19.4	51.6	21.0	3.2	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	92.3	3	52		
GATWICK	BRITISH AIRWAYS PLC	S D	62	0	0	0.0	64.5	30.6	1.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	52		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	21		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	4	21		
GATWICK	EASYJET UK LTD	S A	22	0	0	18.2	36.4	13.6	18.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
GATWICK	EASYJET UK LTD	S D	22	0	0	0.0	54.5	22.7	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C A	8	0	0	12.5	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	88.9	10	9		
GATWICK	TITAN AIRWAYS LTD	C D	8	0	0	0.0	37.5	12.5	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	77.8	18	9		
GATWICK	TUI AIRWAYS LTD	C 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	100.0	3	8		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	8		
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	9	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	100.0	1	8		
LUTON	ALITALIA (CAI)	S A	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
LUTON	ALITALIA (CAI)	S D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
LUTON	BLUE AIR TRANSPORT AERIAN	S A	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	22	13		
LUTON	BLUE AIR TRANSPORT AERIAN	S D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	27	13		
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	75.0	10	4		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
LUTON	EASYJET UK LTD	S A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
LUTON	EASYJET UK LTD	S D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	JET2.COM LTD	S A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
STANSTED	JET2.COM LTD	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
STANSTED	RYANAIR	S A	36	0	0	0.0	38.9	41.7	8.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	53.1	14	31		
STANSTED	RYANAIR	S D	36	0	0	0.0	33.3	58.3	2.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	90.6	6	31		
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	17	4		
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	4		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	4		
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	100.0	1	4		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
MANCHESTER	EASYJET UK LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
MANCHESTER	EASYJET UK LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
MANCHESTER	JET2.COM LTD	S	A	12	0	0	8.3	50.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	5	13		
MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	75.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	13		
MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	36	8		
MANCHESTER	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	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	3	75.0	22	4		
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	5	100.0	4	4		
<b>TOTAL TURIN</b>				<b>466</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>50.9</b>	<b>31.5</b>	<b>5.8</b>	<b>4.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.6</b>	<b>8</b>	<b>432</b>		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
UMEA	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL UMEA</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>
U-TAPAO	BIRMINGHAM	TUI 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	0.0	46	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	MANCHESTER	TUI 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	15	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL U-TAPAO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>25.0</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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 JANUARY 2019

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
VAGAR	EDINBURGH	ATLANTIC AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	ATLANTIC AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL VAGAR</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
VALENCIA	BRISTOL	RYANAIR	S	A	8	0	0	0.0	0.0	25.0	12.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	41	0.0	0	0	
	BRISTOL	RYANAIR	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	5	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	14	0	0	7.1	50.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	61.5	16	13	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	3	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	61.1	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	2	16	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	7	50	
	GATWICK	EASYJET UK LTD	S	A	48	0	0	18.8	41.7	16.7	12.5	8.3	2.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	EASYJET UK LTD	S	D	47	0	0	0.0	44.7	42.6	6.4	4.3	2.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	5	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13	
	LUTON	EASYJET UK LTD	S	A	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	LUTON	EASYJET UK 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	5	0.0	0	0	
	STANSTED	RYANAIR	S	A	39	0	0	2.6	41.0	41.0	12.8	2.6	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	17	33	
	STANSTED	RYANAIR	S	D	40	0	0	0.0	32.5	55.0	10.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	7	69.7	16	33	
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	77.8	6	9	
	MANCHESTER	RYANAIR	S	D	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	34	55.6	13	9	
<b>TOTAL VALENCIA</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>40.7</b>	<b>36.2</b>	<b>10.0</b>	<b>6.2</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.1</b>	<b>9</b>	<b>286</b>	
VANCOUVER	GATWICK	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	7	2	
	GATWICK	AIR TRANSAT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	HEATHROW	AIR CANADA	S	A	30	0	0	16.7	30.0	30.0	10.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	54.8	35	31	
	HEATHROW	AIR CANADA	S	D	30	0	0	0.0	23.3	66.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.6	26	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35.5	22.6	12.9	9.7	9.7	9.7	0.0	0.0	0.0	0.0	0.0	17	83.9	12	30	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: V										JAN 2018									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	35.5	25.8	9.7	12.9	12.9	3.2	0.0	0.0	0.0	24	64.5	12	30					
<b>TOTAL VANCOUVER</b>								<b>122</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>27.9</b>	<b>33.6</b>	<b>9.8</b>	<b>9.0</b>	<b>5.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.9</b>	<b>21</b>	<b>126</b>					
VARADERO																													
		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	50.0	20	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	50.0	12	4						
		MANCHESTER		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	58	50.0	25	4						
		MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	48	75.0	13	4						
<b>TOTAL VARADERO</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>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>56.3</b>	<b>17</b>	<b>16</b>						
VARNA																													
		LUTON		WIZZ AIR		S	A	22	0	0	50.0	27.3	18.2	4.5	0.0	0.0	0.0	0.0	0.0	2	70.8	14	24						
		LUTON		WIZZ AIR		S	D	22	0	0	0.0	45.5	40.9	9.1	0.0	4.5	0.0	0.0	0.0	6	58.3	21	24						
<b>TOTAL VARNA</b>								<b>44</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>36.4</b>	<b>29.5</b>	<b>6.8</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>64.6</b>	<b>18</b>	<b>48</b>						
VASTERAS																													
		STANSTED		RYANAIR		S	A	17	0	0	0.0	11.8	35.3	23.5	11.8	11.8	0.0	5.9	0.0	0.0	38	52.6	32	19					
		STANSTED		RYANAIR		S	D	17	0	0	0.0	11.8	76.5	11.8	0.0	0.0	0.0	0.0	0.0	7	94.7	8	19						
<b>TOTAL VASTERAS</b>								<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>55.9</b>	<b>17.6</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>73.7</b>	<b>20</b>	<b>38</b>					
VENICE																													
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	A	8	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		BELFAST INTERNATIONAL		EASYJET UK LTD		S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	1	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	90.0	12	20						
		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	70.0	18	20						
		BRISTOL		EASYJET UK LTD		S	A	16	0	0	6.3	37.5	37.5	6.3	12.5	0.0	0.0	0.0	0.0	8	0.0	0	0						
		BRISTOL		EASYJET UK LTD		S	D	16	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
		BRISTOL		RYANAIR		S	A	21	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	6	61.1	17	18						
		BRISTOL		RYANAIR		S	D	21	0	0	4.8	90.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	18						
		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	85.7	7	13						
		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	64.3	12	13						
		EDINBURGH		EASYJET UK LTD		S	A	12	0	0	16.7	58.3	8.3	16.7	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
		EDINBURGH		EASYJET UK LTD		S	D	12	0	0	0.0	25.0	50.0	16.7	8.3	0.0	0.0	0.0	0.0	9	0.0	0	0						
		GLASGOW		EASYJET UK LTD		S	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0						
		GLASGOW		EASYJET UK LTD		S	D	9	0	0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		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	66.7	9	9						



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m 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	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
	LIVERPOOL (JOHN LENNON)	EASYJET UK 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	0	0		
	LIVERPOOL (JOHN LENNON)	EASYJET UK LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	14.9	44.8	23.9	10.4	3.0	1.5	1.5	0.0	0.0	0.0	8	88.5	5	61		
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	0.0	55.2	37.3	6.0	0.0	1.5	0.0	0.0	0.0	0.0	4	96.7	2	61		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	9	75		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	11	75		
	GATWICK	EASYJET UK LTD	S	A	70	0	0	11.4	51.4	15.7	14.3	4.3	2.9	0.0	0.0	0.0	0.0	9	0.0	0	0		
	GATWICK	EASYJET UK LTD	S	D	70	0	0	0.0	30.0	51.4	10.0	7.1	1.4	0.0	0.0	0.0	0.0	10	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	35.6	30.5	25.4	8.5	0.0	0.0	0.0	0.0	0.0	0.0	3	61.0	16	59		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	1	0.0	49.2	42.4	3.4	1.7	1.7	0.0	0.0	0.0	1.7	5	84.5	8	58		
	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	61.5	14	12		
	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	76.9	9	12		
	LUTON	EASYJET UK LTD	S	A	12	0	0	16.7	50.0	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
	LUTON	EASYJET UK LTD	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	18		
	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	66.7	12	18		
	MANCHESTER	EASYJET UK LTD	S	A	17	0	1	5.6	38.9	33.3	16.7	0.0	0.0	0.0	0.0	0.0	5.6	8	0.0	0	0		
	MANCHESTER	EASYJET UK LTD	S	D	17	0	1	0.0	55.6	33.3	0.0	0.0	5.6	0.0	0.0	0.0	5.6	9	0.0	0	0		
<b>TOTAL VENICE</b>					<b>600</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>46.1</b>	<b>30.8</b>	<b>8.5</b>	<b>2.3</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>6</b>	<b>78.9</b>	<b>9</b>	<b>569</b>
VERONA VILLAFRANCA																							
	BELFAST INTERNATIONAL	JET2.COM 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	7	66.7	25	3		
	BELFAST INTERNATIONAL	JET2.COM 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	2	100.0	5	3		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	25	44.4	15	9		
	BIRMINGHAM	RYANAIR	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	20	88.9	6	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	30	66.7	10	3		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	75.0	15	4		
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	193	4		
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	204	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	9	4
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	40.7	29.6	18.5	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	19	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	74.1	22.2	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	85.7	7	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	19
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	1	19
	GATWICK	EASYJET UK LTD	S	A	19	0	0	5.3	47.4	31.6	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	EASYJET UK LTD	S	D	19	0	1	0.0	40.0	50.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	6	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	13	4
	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	6	100.0	2	4
	LUTON	WIZZ AIR UK 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	0.0	0	0
	LUTON	WIZZ AIR UK LTD	S	D	9	0	0	0.0	77.8	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	STANSTED	RYANAIR	S	A	14	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	6	13
	STANSTED	RYANAIR	S	D	14	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	4	13
	MANCHESTER	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	75.0	8	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	6	4
<b>TOTAL VERONA VILLAGRANCA</b>					<b>204</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>36.6</b>	<b>40.0</b>	<b>9.8</b>	<b>3.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>82.7</b>	<b>17</b>	<b>181</b>
VIENNA																						
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	17	0	0	11.8	47.1	23.5	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	88.9	6	18
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	17	0	0	0.0	41.2	35.3	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	83.3	8	18
	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	87.5	11	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
	BRISTOL	EASYJET UK LTD	S	A	9	0	0	0.0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BRISTOL	EASYJET UK 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	3	0.0	0	0
	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	77.8	8	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	100.0	2	9
	EDINBURGH	EASYJET UK LTD	S	A	9	0	0	0.0	22.2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	EDINBURGH	EASYJET UK LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EDINBURGH	JET2.COM 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	16	50.0	14	2
	EDINBURGH	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					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	ANISEC LUFTFAHT T/AS LEVEL	S	A	29	0	0	10.3	44.8	31.0	6.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
GATWICK	ANISEC LUFTFAHT T/AS LEVEL	S	D	29	0	0	0.0	44.8	48.3	0.0	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	84.2	6	19
GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	89.5	6	19
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	8	38
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.4	3	38
GATWICK	EASYJET UK LTD	S	A	37	0	0	0.0	24.3	27.0	21.6	24.3	2.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
GATWICK	EASYJET UK LTD	S	D	37	0	0	0.0	45.9	43.2	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
HEATHROW	AUSTRIAN AIRLINES	S	A	86	0	0	7.0	29.1	34.9	17.4	9.3	2.3	0.0	0.0	0.0	0.0	0.0	12	57.0	18	86
HEATHROW	AUSTRIAN AIRLINES	S	D	85	0	0	0.0	21.2	52.9	18.8	3.5	3.5	0.0	0.0	0.0	0.0	0.0	11	75.3	12	85
HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	40.5	37.2	12.4	6.6	1.7	1.7	0.0	0.0	0.0	0.0	0.0	4	82.1	8	123
HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	1	0.0	48.8	43.8	1.7	4.1	0.8	0.0	0.0	0.0	0.0	0.8	4	93.5	4	123
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	80.0	18	15
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	86.7	11	15
LUTON	EASYJET UK LTD	S	A	11	0	0	0.0	9.1	45.5	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
LUTON	EASYJET UK LTD	S	D	11	0	0	0.0	18.2	45.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
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	0.0	0	40.7	30	27
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	0.0	0	37.0	31	26
STANSTED	LAUDA MOTION GMBH	S	A	61	0	0	0.0	11.5	50.8	26.2	9.8	1.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
STANSTED	LAUDA MOTION GMBH	S	D	61	0	0	0.0	9.8	39.3	31.1	16.4	3.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
MANCHESTER	AUSTRIAN AIRLINES	S	A	18	0	0	11.1	27.8	50.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	84.2	6	19
MANCHESTER	AUSTRIAN AIRLINES	S	D	18	0	0	0.0	61.1	33.3	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	100.0	1	19
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	8
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	62.5	20	8
MANCHESTER	EASYJET UK LTD	S	A	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
MANCHESTER	EASYJET UK LTD	S	D	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	1	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	31	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
	SOUTHEND	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	38	2
	SOUTHEND	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	66.7	188	6
	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	0	6
<b>TOTAL VIENNA</b>					<b>824</b>	<b>0</b>	<b>1</b>	<b>7.6</b>	<b>32.5</b>	<b>37.3</b>	<b>13.5</b>	<b>6.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.4</b>	<b>12</b>	<b>758</b>
VILNIUS																					
	BELFAST INTERNATIONAL	WIZZ AIR	S	A	9	0	0	22.2	11.1	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	77.8	10	9
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	9	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	25	55.6	21	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	14	90.0	6	10
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	42	60.0	15	10
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	11	10
	DONCASTER SHEFFIELD	WIZZ AIR	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	15	60.0	12	10
	LEEDS BRADFORD	RYANAIR	S	A	8	0	1	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	11.1	11	77.8	8	9
	LEEDS BRADFORD	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	5	88.9	4	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	11	0	0	9.1	45.5	18.2	18.2	9.1	0.0	0.0	0.0	0.0	0.0	10	66.7	11	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	4	77.8	8	9
	LUTON	RYANAIR	S	A	26	0	0	0.0	11.5	73.1	11.5	3.8	0.0	0.0	0.0	0.0	0.0	10	65.0	12	20
	LUTON	RYANAIR	S	D	26	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.0	2	20
	LUTON	WIZZ AIR	S	A	43	0	0	39.5	41.9	16.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	88.5	6	52
	LUTON	WIZZ AIR	S	D	43	0	0	0.0	58.1	32.6	9.3	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	52
	STANSTED	RYANAIR	S	A	32	0	0	9.4	46.9	28.1	6.3	6.3	3.1	0.0	0.0	0.0	0.0	9	72.7	11	33
	STANSTED	RYANAIR	S	D	32	0	0	0.0	28.1	43.8	21.9	6.3	0.0	0.0	0.0	0.0	0.0	10	36.4	29	33
<b>TOTAL VILNIUS</b>					<b>292</b>	<b>0</b>	<b>1</b>	<b>8.5</b>	<b>35.2</b>	<b>39.6</b>	<b>10.2</b>	<b>4.1</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>72.4</b>	<b>11</b>	<b>304</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					JAN 2018		
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	66.7	15	6			
	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	50.0	28	6				
	BIRMINGHAM	LUFTHANSA	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
	BIRMINGHAM	WIZZ AIR	S	A	11	0	0	0.0	90.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	13	9				
	BIRMINGHAM	WIZZ AIR	S	D	11	0	0	0.0	9.1	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	18	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	0.0	43	1				
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	10				
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	10				
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	54.5	14	11				
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	6	45.5	15	11				
	GATWICK	EASYJET UK LTD	S	A	17	0	0	0.0	0.0	23.5	23.5	52.9	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0				
	GATWICK	EASYJET UK LTD	S	D	17	0	0	0.0	47.1	29.4	23.5	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	3.8	50.0	26.9	11.5	3.8	3.8	0.0	0.0	0.0	0.0	8	70.0	13	60				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	53.8	32.7	11.5	1.9	0.0	0.0	0.0	0.0	0.0	4	88.3	6	60				
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	24.4	25.6	30.0	7.8	10.0	2.2	0.0	0.0	0.0	0.0	10	68.9	13	89				
	HEATHROW	LOT-POLISH AIRLINES	S	D	89	0	0	0.0	36.0	44.9	10.1	4.5	3.4	1.1	0.0	0.0	0.0	10	74.4	14	89				
	LONDON CITY	LOT-POLISH AIRLINES	S	A	43	0	1	31.8	29.5	29.5	0.0	6.8	0.0	0.0	0.0	0.0	2.3	5	0.0	0	0				
	LONDON CITY	LOT-POLISH AIRLINES	S	D	43	0	1	0.0	31.8	43.2	15.9	6.8	0.0	0.0	0.0	0.0	2.3	9	0.0	0	0				
	LUTON	WIZZ AIR	S	A	100	0	0	16.0	49.0	23.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.7	10	102				
	LUTON	WIZZ AIR	S	D	100	0	0	0.0	35.0	47.0	12.0	5.0	1.0	0.0	0.0	0.0	0.0	8	62.1	17	102				
<b>TOTAL WARSAW (CHOPIN)</b>					<b>662</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>38.9</b>	<b>34.5</b>	<b>11.1</b>	<b>5.4</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>71.8</b>	<b>13</b>	<b>575</b>			
WARSAW (MODLIN MASOVIA)																									
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	8	9				
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	12	22.2	45	9				
	BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	42.9	28.6	0.0	0.0	0.0	7.1	0.0	0.0	0.0	11	100.0	1	15				
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	85.7	0.0	0.0	0.0	7.1	0.0	0.0	0.0	16	93.3	5	15				
	BRISTOL	RYANAIR	S	A	19	0	0	31.6	36.8	26.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	19				
	BRISTOL	RYANAIR	S	D	19	0	0	0.0	68.4	26.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	4	95.0	8	20				
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	16	0	0	31.3	56.3	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	3	73.3	9	15				
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	16	0	0	0.0	75.0	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	6	80.0	6	15				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	RYANAIR	S	A	19	0	0	42.1	26.3	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	17	14	
	EDINBURGH	RYANAIR	S	D	19	0	0	5.3	42.1	36.8	5.3	10.5	0.0	0.0	0.0	0.0	0.0	0.0	7	71.4	28	14	
	GLASGOW	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	15	13	
	GLASGOW	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13	
	LEEDS BRADFORD	RYANAIR	S	A	10	0	0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	10	
	LEEDS BRADFORD	RYANAIR	S	D	10	0	0	0.0	20.0	70.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	39	80.0	8	10	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	35.3	29.4	11.8	11.8	5.9	0.0	0.0	5.9	0.0	0.0	0.0	17	90.0	6	20	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	17.6	64.7	5.9	0.0	5.9	0.0	5.9	0.0	0.0	0.0	17	100.0	1	20	
	STANSTED	RYANAIR	S	A	101	0	0	20.8	39.6	20.8	8.9	5.9	3.0	0.0	1.0	0.0	0.0	0.0	11	68.9	15	102	
	STANSTED	RYANAIR	S	D	102	0	0	0.0	18.6	59.8	12.7	7.8	1.0	0.0	0.0	0.0	0.0	0.0	9	60.8	17	102	
	MANCHESTER	RYANAIR	S	A	15	0	0	40.0	33.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	5	14	
	MANCHESTER	RYANAIR	S	D	15	0	0	0.0	26.7	60.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	4	14	
	NEWCASTLE	RYANAIR	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	9	9	
	NEWCASTLE	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	0.0	9	88.9	12	9	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>					<b>457</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>33.5</b>	<b>37.9</b>	<b>7.9</b>	<b>4.8</b>	<b>1.3</b>	<b>0.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>76.6</b>	<b>12</b>	<b>481</b>	
WASHINGTON (DULLES)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	68	0	2	18.6	32.9	24.3	7.1	4.3	7.1	1.4	1.4	0.0	0.0	2.9	17	98.3	1	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	69	0	2	0.0	23.9	38.0	22.5	7.0	2.8	0.0	2.8	0.0	0.0	2.8	19	86.9	8	60	
	HEATHROW	UNITED AIRLINES	S	A	92	0	0	30.4	30.4	26.1	7.6	0.0	4.3	0.0	1.1	0.0	0.0	0.0	9	91.4	8	92	
	HEATHROW	UNITED AIRLINES	S	D	92	0	0	1.1	73.9	17.4	1.1	3.3	0.0	1.1	2.2	0.0	0.0	0.0	10	86.0	24	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	67.9	21.4	3.6	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	4	92.3	6	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	1	0.0	60.7	28.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	3.6	4	92.3	5	26	
<b>TOTAL WASHINGTON (DULLES)</b>					<b>378</b>	<b>0</b>	<b>6</b>	<b>15.9</b>	<b>41.7</b>	<b>24.2</b>	<b>8.1</b>	<b>3.4</b>	<b>3.1</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>90.5</b>	<b>11</b>	<b>355</b>	
WICK JOHN O GROATS																							
	ABERDEEN	FLYBE LTD	S	A	35	0	2	0.0	32.4	35.1	8.1	2.7	8.1	8.1	0.0	0.0	0.0	5.4	26	59.2	18	42	
	ABERDEEN	FLYBE LTD	S	D	35	0	2	0.0	48.6	27.0	2.7	2.7	5.4	8.1	0.0	0.0	0.0	5.4	20	66.7	19	42	
	ABERDEEN	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	18	0	0	27.8	33.3	11.1	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	80.0	8	24	
	EDINBURGH	LOGANAIR LTD	S	D	19	0	0	0.0	57.9	26.3	5.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	12	80.0	10	24	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

		Origin/Destinations: W																	JAN 2018			
		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	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GLASGOW	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>					<b>109</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>41.6</b>	<b>27.4</b>	<b>7.1</b>	<b>2.7</b>	<b>7.1</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>20</b>	<b>68.7</b>	<b>15</b>	<b>132</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	100.0	1	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	88.9	5	9
<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>94.1</b>	<b>3</b>	<b>17</b>
WROCLAW																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	88.9	11	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	11	9
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	14	9
	BIRMINGHAM	WIZZ AIR	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	55.6	20	9
	BRISTOL	RYANAIR	S	A	10	0	0	10.0	40.0	20.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	81.8	5	11
	BRISTOL	RYANAIR	S	D	10	0	0	0.0	90.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	7	11
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	19	0	0	0.0	42.1	31.6	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10	89.5	5	19
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	19	0	0	0.0	26.3	57.9	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.9	11	19
	EDINBURGH	RYANAIR	S	A	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	7	44.4	19	9
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	22.2	31	9
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	37.5	12.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	70.0	22	10
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	35	70.0	10	10
	LEEDS BRADFORD	RYANAIR	S	A	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	18	100.0	3	9
	LEEDS BRADFORD	RYANAIR	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	22	88.9	3	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.9	13	13
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	13	13
	LUTON	WIZZ AIR	S	A	39	0	0	48.7	43.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	31
	LUTON	WIZZ AIR	S	D	39	0	0	2.6	51.3	41.0	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	7	31
	STANSTED	RYANAIR	S	A	50	0	0	20.0	54.0	8.0	4.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	9	52

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					JAN 2018		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	50	0	0	0.0	20.0	56.0	10.0	12.0	2.0	0.0	0.0	0.0	0.0	0.0	13	57.7	22	52			
	MANCHESTER	RYANAIR	S	A	8	0	0	12.5	12.5	25.0	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	63	100.0	2	10			
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	11	10			
	NEWCASTLE	RYANAIR	S	A	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	8			
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	8	8			
<b>TOTAL WROCLAW</b>					<b>392</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>36.2</b>	<b>33.4</b>	<b>9.7</b>	<b>9.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.4</b>	<b>11</b>	<b>398</b>			
WUHAN TIANHE INTERNATIONAL																									
	HEATHROW	CHINA SOUTHERN	S	A	13	0	0	7.7	61.5	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
	HEATHROW	CHINA SOUTHERN	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 WUHAN TIANHE INTERNATIONAL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>65.4</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										JAN 2018					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ZAGREB																											
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	42.9	23.8	23.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	78.3	9	23					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	0.0	42.9	52.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5	91.3	4	23					
	HEATHROW	CROATIA AIRLINES	S	A	17	0	0	5.9	58.8	11.8	17.6	5.9	0.0	0.0	0.0	0.0	0.0	7	66.7	11	18						
	HEATHROW	CROATIA AIRLINES	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	10	44.4	19	18						
<b>TOTAL ZAGREB</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>13.2</b>	<b>34.2</b>	<b>38.2</b>	<b>7.9</b>	<b>3.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>72.0</b>	<b>10</b>	<b>82</b>					
ZARAGOZA																											
	GATWICK	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	17	1						
	STANSTED	RYANAIR	S	A	24	0	0	4.2	37.5	37.5	8.3	8.3	4.2	0.0	0.0	0.0	0.0	12	60.9	19	23						
	STANSTED	RYANAIR	S	D	24	0	0	0.0	25.0	58.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	9	82.6	8	23						
<b>TOTAL ZARAGOZA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.3</b>	<b>47.9</b>	<b>8.3</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>70.2</b>	<b>14</b>	<b>47</b>						
ZURICH																											
	BIRMINGHAM	SWISS AIRLINES	S	A	58	0	0	3.4	36.2	34.5	13.8	6.9	5.2	0.0	0.0	0.0	0.0	14	75.0	9	56						
	BIRMINGHAM	SWISS AIRLINES	S	D	59	0	0	0.0	6.8	49.2	25.4	10.2	8.5	0.0	0.0	0.0	0.0	22	75.0	14	56						
	EDINBURGH	EDELWEISS AIR	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	4						
	EDINBURGH	EDELWEISS AIR	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4						
	GATWICK	CHAIR AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	13	44						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	6	44						
	GATWICK	EASYJET UK LTD	S	A	41	0	0	7.3	22.0	41.5	22.0	7.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
	GATWICK	EASYJET UK LTD	S	D	41	0	0	0.0	39.0	51.2	9.8	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
	GATWICK	SWISS AIRLINES	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
	GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	162	0	2	14.0	34.1	31.7	11.0	6.7	1.2	0.0	0.0	0.0	0.0	1.2	8	81.8	8	181					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	162	0	2	0.6	47.6	37.2	10.4	3.0	0.0	0.0	0.0	0.0	0.0	1.2	5	89.0	5	181					
	HEATHROW	SWISS AIRLINES	S	A	211	0	5	6.5	31.9	41.2	10.2	7.4	0.5	0.0	0.0	0.0	0.0	2.3	9	69.0	14	212					
	HEATHROW	SWISS AIRLINES	S	D	211	0	5	0.0	26.9	48.6	11.6	8.8	1.4	0.0	0.5	0.0	0.0	2.3	11	67.6	15	211					
	LONDON CITY	BA CITYFLYER LTD	S	A	107	0	0	4.7	33.6	35.5	15.9	6.5	3.7	0.0	0.0	0.0	0.0	12	80.2	9	84						
	LONDON CITY	BA CITYFLYER LTD	S	D	108	0	0	0.0	28.7	52.8	7.4	8.3	2.8	0.0	0.0	0.0	0.0	10	79.3	10	86						
	LONDON CITY	SWISS AIRLINES	S	A	151	0	10	5.6	44.1	29.8	8.1	3.7	2.5	0.0	0.0	0.0	0.0	6.2	8	85.4	6	155					
	LONDON CITY	SWISS AIRLINES	S	D	151	0	11	0.0	21.6	39.5	17.3	10.5	4.3	0.0	0.0	0.0	0.0	6.8	15	65.8	14	154					
	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	72.1	15	43						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR JANUARY 2019

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.0	9	43	
	LUTON	EASYJET UK LTD	S	A	32	0	0	6.3	34.4	28.1	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	LUTON	EASYJET UK LTD	S	D	32	0	0	0.0	34.4	46.9	15.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	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	0.0	17	1	
	STANSTED	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	2	
	MANCHESTER	SWISS AIRLINES	S	A	62	0	1	0.0	19.0	52.4	14.3	11.1	1.6	0.0	0.0	0.0	0.0	1.6	12	84.1	8	63	
	MANCHESTER	SWISS AIRLINES	S	D	62	0	1	0.0	6.3	44.4	25.4	17.5	4.8	0.0	0.0	0.0	0.0	1.6	20	63.5	14	63	
<b>TOTAL ZURICH</b>					<b>1659</b>	<b>0</b>	<b>37</b>	<b>3.5</b>	<b>31.0</b>	<b>40.6</b>	<b>13.1</b>	<b>7.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>11</b>	<b>77.0</b>	<b>10</b>	<b>1689</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	31.6	42.1	5.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	10	77.3	8	22
SCHEDULED FLIGHTS(ALL ROUTES)	2952	0	227	6.8	42.6	27.3	6.0	4.6	3.7	1.4	0.5	0.1	0.0	7.1	12	75.3	13	3838
<b>AIRPORT TOTAL</b>	<b>2971</b>	<b>0</b>	<b>227</b>	<b>6.8</b>	<b>42.5</b>	<b>27.4</b>	<b>6.0</b>	<b>4.6</b>	<b>3.7</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>7.1</b>	<b>12</b>	<b>75.3</b>	<b>13</b>	<b>3860</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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)	10	0	0	10.0	20.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.3	18	14
SCHEDULED FLIGHTS(ALL ROUTES)	2573	0	17	6.8	52.1	29.2	4.7	3.6	2.6	0.4	0.0	0.0	0.0	0.7	7	85.6	7	2647	
<b>AIRPORT TOTAL</b>	<b>2583</b>	<b>0</b>	<b>17</b>	<b>6.8</b>	<b>52.0</b>	<b>29.3</b>	<b>4.7</b>	<b>3.5</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>85.5</b>	<b>7</b>	<b>2661</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	55	0	0	5.5	25.5	52.7	5.5	10.9	0.0	0.0	0.0	0.0	0.0	0.0	9	78.8	13	66
SCHEDULED FLIGHTS(ALL ROUTES)	3203	0	3	10.4	44.3	27.5	7.2	6.1	2.4	1.1	0.8	0.0	0.0	0.1	12	79.7	11	2710
<b>AIRPORT TOTAL</b>	<b>3258</b>	<b>0</b>	<b>3</b>	<b>10.4</b>	<b>44.0</b>	<b>27.9</b>	<b>7.1</b>	<b>6.2</b>	<b>2.4</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>12</b>	<b>79.7</b>	<b>11</b>	<b>2776</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	307	0	0	4.2	26.1	43.6	9.8	8.5	4.9	1.0	1.3	0.7	0.0	0.0	21	75.4	16	284
SCHEDULED FLIGHTS(ALL ROUTES)	6621	0	49	5.5	37.0	36.8	10.1	6.3	2.7	0.7	0.2	0.0	0.0	0.7	11	78.7	12	6578
<b>AIRPORT TOTAL</b>	<b>6928</b>	<b>0</b>	<b>49</b>	<b>5.4</b>	<b>36.6</b>	<b>37.1</b>	<b>10.1</b>	<b>6.4</b>	<b>2.8</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>78.5</b>	<b>12</b>	<b>6862</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	61	0	0	3.3	41.0	41.0	4.9	4.9	4.9	0.0	0.0	0.0	0.0	0.0	9	84.7	9	59
SCHEDULED FLIGHTS(ALL ROUTES)	189	0	0	4.2	31.7	37.6	11.1	12.7	1.1	1.1	0.0	0.5	0.0	0.0	15	89.6	6	154
<b>AIRPORT TOTAL</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>34.0</b>	<b>38.4</b>	<b>9.6</b>	<b>10.8</b>	<b>2.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.3</b>	<b>7</b>	<b>213</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	216	8	0	3.1	40.6	22.8	16.1	4.5	6.3	2.2	0.9	0.0	3.6	0.0	18	66.2	30	302
SCHEDULED FLIGHTS(ALL ROUTES)	4284	24	0	4.9	44.7	26.5	10.8	7.1	3.2	0.8	0.6	0.9	0.6	0.0	19	76.3	13	3948
<b>AIRPORT TOTAL</b>	<b>4500</b>	<b>32</b>	<b>0</b>	<b>4.8</b>	<b>44.5</b>	<b>26.3</b>	<b>11.1</b>	<b>7.0</b>	<b>3.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>19</b>	<b>75.6</b>	<b>14</b>	<b>4250</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	100	0	0	2.0	34.0	51.0	6.0	3.0	2.0	2.0	0.0	0.0	0.0	0.0	10	77.4	18	106
SCHEDULED FLIGHTS(ALL ROUTES)	846	4	8	4.3	44.5	36.5	6.6	3.6	2.4	0.3	0.2	0.0	0.5	0.9	8	79.6	10	948
<b>AIRPORT TOTAL</b>	<b>946</b>	<b>4</b>	<b>8</b>	<b>4.1</b>	<b>43.4</b>	<b>38.0</b>	<b>6.6</b>	<b>3.5</b>	<b>2.4</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.8</b>	<b>8</b>	<b>79.4</b>	<b>11</b>	<b>1054</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018			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)	83	0	0	8.4	51.8	30.1	8.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.2	8	107
SCHEDULED FLIGHTS(ALL ROUTES)	412	0	2	5.6	38.4	36.5	9.7	7.0	1.4	0.0	1.0	0.0	0.0	0.5	10	78.0	12	393
<b>AIRPORT TOTAL</b>	<b>495</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>40.6</b>	<b>35.4</b>	<b>9.5</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>79.1</b>	<b>11</b>	<b>500</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	115	0	0	3.5	36.5	42.6	7.0	6.1	4.3	0.0	0.0	0.0	0.0	0.0	9	78.4	18	111
SCHEDULED FLIGHTS(ALL ROUTES)	1698	0	4	5.6	42.4	34.0	9.5	5.7	2.0	0.5	0.1	0.0	0.0	0.2	9	82.7	10	1662
<b>AIRPORT TOTAL</b>	<b>1813</b>	<b>0</b>	<b>4</b>	<b>5.4</b>	<b>42.0</b>	<b>34.6</b>	<b>9.3</b>	<b>5.7</b>	<b>2.1</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>9</b>	<b>82.4</b>	<b>11</b>	<b>1773</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	104	0	0	5.8	35.6	36.5	7.7	4.8	7.7	1.0	1.0	0.0	0.0	0.0	15	69.7	17	98
SCHEDULED FLIGHTS(ALL ROUTES)	8123	0	51	5.5	42.9	32.7	9.7	5.4	2.4	0.7	0.2	0.0	0.0	0.6	10	80.7	10	7851
<b>AIRPORT TOTAL</b>	<b>8227</b>	<b>0</b>	<b>51</b>	<b>5.5</b>	<b>42.8</b>	<b>32.7</b>	<b>9.7</b>	<b>5.4</b>	<b>2.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>80.6</b>	<b>10</b>	<b>7949</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	66	0	0	4.5	39.4	36.4	10.6	6.1	1.5	0.0	1.5	0.0	0.0	0.0	11	92.6	4	68
SCHEDULED FLIGHTS(ALL ROUTES)	821	1	5	5.7	40.0	36.2	7.0	5.2	3.3	1.8	0.1	0.0	0.1	0.6	11	81.7	11	730
<b>AIRPORT TOTAL</b>	<b>887</b>	<b>1</b>	<b>5</b>	<b>5.6</b>	<b>40.0</b>	<b>36.2</b>	<b>7.3</b>	<b>5.3</b>	<b>3.1</b>	<b>1.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>0.6</b>	<b>11</b>	<b>82.7</b>	<b>11</b>	<b>798</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	860	0	12	6.8	27.5	37.8	11.1	8.5	5.2	0.7	0.8	0.2	0.0	1.4	18	70.8	18	902
SCHEDULED FLIGHTS(ALL ROUTES)	18603	0	43	8.7	41.8	31.1	9.0	5.6	2.5	0.6	0.3	0.0	0.0	0.2	10	81.3	11	17846
<b>AIRPORT TOTAL</b>	<b>19463</b>	<b>0</b>	<b>55</b>	<b>8.7</b>	<b>41.1</b>	<b>31.4</b>	<b>9.1</b>	<b>5.8</b>	<b>2.6</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>80.8</b>	<b>11</b>	<b>18748</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	67	0	0	1.5	16.4	29.9	25.4	14.9	7.5	1.5	1.5	1.5	0.0	0.0	43	68.6	17	86
SCHEDULED FLIGHTS(ALL ROUTES)	5274	0	74	6.4	47.9	28.0	7.1	4.8	3.1	1.0	0.3	0.0	0.0	1.4	10	75.2	14	5897
<b>AIRPORT TOTAL</b>	<b>5341</b>	<b>0</b>	<b>74</b>	<b>6.3</b>	<b>47.5</b>	<b>28.0</b>	<b>7.3</b>	<b>5.0</b>	<b>3.2</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>11</b>	<b>75.2</b>	<b>14</b>	<b>5983</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	9	0	1	10.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	7	89.2	5	37
SCHEDULED FLIGHTS(ALL ROUTES)	37473	0	342	12.0	41.6	30.2	8.0	4.7	2.0	0.4	0.2	0.1	0.0	0.9	9	77.9	12	37777
<b>AIRPORT TOTAL</b>	<b>37482</b>	<b>0</b>	<b>343</b>	<b>12.0</b>	<b>41.6</b>	<b>30.1</b>	<b>8.0</b>	<b>4.7</b>	<b>2.0</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>9</b>	<b>77.9</b>	<b>12</b>	<b>37814</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	70.0	9	10
SCHEDULED FLIGHTS(ALL ROUTES)	1009	0	23	11.2	46.5	27.6	6.2	4.0	1.4	0.7	0.0	0.2	0.0	2.2	10	82.2	10	1049
<b>AIRPORT TOTAL</b>	<b>1009</b>	<b>0</b>	<b>23</b>	<b>11.2</b>	<b>46.5</b>	<b>27.6</b>	<b>6.2</b>	<b>4.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>82.0</b>	<b>10</b>	<b>1059</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	22	0	0	0.0	9.1	40.9	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	1409	0	3	14.9	56.6	19.8	3.8	2.2	1.7	0.6	0.2	0.0	0.0	0.2	6	79.6	13	1479
<b>AIRPORT TOTAL</b>	<b>1431</b>	<b>0</b>	<b>3</b>	<b>14.6</b>	<b>55.9</b>	<b>20.2</b>	<b>4.2</b>	<b>2.4</b>	<b>1.7</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>6</b>	<b>79.5</b>	<b>13</b>	<b>1479</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	7	0	2	11.1	11.1	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	22.2	31	42.9	23	7
SCHEDULED FLIGHTS(ALL ROUTES)	1607	1	18	4.8	45.0	35.8	6.1	4.8	1.7	0.2	0.3	0.2	0.1	1.1	8	78.4	10	1764
<b>AIRPORT TOTAL</b>	<b>1614</b>	<b>1</b>	<b>20</b>	<b>4.8</b>	<b>44.8</b>	<b>35.8</b>	<b>6.1</b>	<b>4.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.1</b>	<b>1.2</b>	<b>8</b>	<b>78.2</b>	<b>10</b>	<b>1771</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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)	14	0	0	0.0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	24	8
SCHEDULED FLIGHTS(ALL ROUTES)	2515	0	3	7.4	47.6	30.4	7.2	3.8	1.9	0.8	0.7	0.1	0.0	0.1	9	83.3	9	2512	
<b>AIRPORT TOTAL</b>	<b>2529</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>47.4</b>	<b>30.6</b>	<b>7.3</b>	<b>3.8</b>	<b>1.9</b>	<b>0.8</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>9</b>	<b>83.2</b>	<b>9</b>	<b>2520</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SCHEDULED FLIGHTS(ALL ROUTES)	6234	0	126	8.9	39.4	33.0	8.4	5.0	2.7	0.6	0.0	0.0	0.0	2.0	9	78.9	11	5868
<b>AIRPORT TOTAL</b>	<b>6234</b>	<b>0</b>	<b>126</b>	<b>8.9</b>	<b>39.4</b>	<b>33.0</b>	<b>8.4</b>	<b>5.0</b>	<b>2.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>9</b>	<b>78.9</b>	<b>11</b>	<b>5868</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	61	0	0	1.6	31.1	45.9	9.8	6.6	0.0	1.6	3.3	0.0	0.0	0.0	16	78.2	14	55
SCHEDULED FLIGHTS(ALL ROUTES)	7679	0	29	8.8	36.8	35.0	9.9	6.3	2.0	0.4	0.3	0.1	0.0	0.4	11	77.1	13	7010
<b>AIRPORT TOTAL</b>	<b>7740</b>	<b>0</b>	<b>29</b>	<b>8.7</b>	<b>36.7</b>	<b>35.1</b>	<b>9.9</b>	<b>6.3</b>	<b>2.0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>11</b>	<b>77.1</b>	<b>13</b>	<b>7065</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	601	0	0	2.3	15.0	42.9	17.3	11.3	7.5	1.2	1.8	0.7	0.0	0.0	27	72.6	19	616
SCHEDULED FLIGHTS(ALL ROUTES)	12478	0	195	5.3	32.8	36.2	10.8	8.0	3.5	0.8	1.0	0.1	0.0	1.5	15	79.4	11	12273
<b>AIRPORT TOTAL</b>	<b>13079</b>	<b>0</b>	<b>195</b>	<b>5.1</b>	<b>32.0</b>	<b>36.5</b>	<b>11.1</b>	<b>8.1</b>	<b>3.7</b>	<b>0.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>79.1</b>	<b>11</b>	<b>12889</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	18.2	45.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.2	10	19
SCHEDULED FLIGHTS(ALL ROUTES)	2438	0	60	4.8	40.7	35.3	9.0	4.8	2.0	0.6	0.3	0.1	0.0	2.4	11	81.5	9	2604
<b>AIRPORT TOTAL</b>	<b>2449</b>	<b>0</b>	<b>60</b>	<b>4.8</b>	<b>40.7</b>	<b>35.3</b>	<b>9.1</b>	<b>4.7</b>	<b>2.0</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>11</b>	<b>81.5</b>	<b>9</b>	<b>2623</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	12	0	0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	30.0	29	10
SCHEDULED FLIGHTS(ALL ROUTES)	2295	0	132	5.1	45.7	30.0	5.6	4.5	2.8	0.7	0.2	0.0	0.0	5.4	9	80.9	12	2690
<b>AIRPORT TOTAL</b>	<b>2307</b>	<b>0</b>	<b>132</b>	<b>5.0</b>	<b>45.5</b>	<b>29.9</b>	<b>5.8</b>	<b>4.6</b>	<b>2.7</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>9</b>	<b>80.7</b>	<b>12</b>	<b>2700</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	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
SCHEDULED FLIGHTS(ALL ROUTES)	875	2	7	10.5	51.2	24.3	6.1	5.4	0.7	0.7	0.0	0.0	0.2	0.8	6	89.5	13	934
<b>AIRPORT TOTAL</b>	<b>877</b>	<b>2</b>	<b>7</b>	<b>10.5</b>	<b>51.2</b>	<b>24.4</b>	<b>6.1</b>	<b>5.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.8</b>	<b>6</b>	<b>89.5</b>	<b>13</b>	<b>934</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										JAN 2018				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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)	107	0	0	6.5	23.4	48.6	11.2	4.7	2.8	0.9	1.9	0.0	0.0	0.0	16	69.7	17	122
SCHEDULED FLIGHTS(ALL ROUTES)	12936	0	38	5.3	31.6	38.5	12.5	8.5	2.4	0.5	0.3	0.1	0.0	0.3	12	70.9	15	12158
<b>AIRPORT TOTAL</b>	<b>13043</b>	<b>0</b>	<b>38</b>	<b>5.3</b>	<b>31.6</b>	<b>38.6</b>	<b>12.5</b>	<b>8.5</b>	<b>2.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>70.9</b>	<b>15</b>	<b>12280</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2019

Reporting Airport: TEESSIDE INTERNATIONAL AIRPORT (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

JAN 2018

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)	0	0	0	0.0	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	20	3
SCHEDULED FLIGHTS(ALL ROUTES)	287	0	31	6.6	44.0	25.5	6.3	2.5	4.1	1.3	0.0	0.0	0.0	9.7	10	74.7	13	466	
<b>AIRPORT TOTAL</b>	<b>287</b>	<b>0</b>	<b>31</b>	<b>6.6</b>	<b>44.0</b>	<b>25.5</b>	<b>6.3</b>	<b>2.5</b>	<b>4.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>10</b>	<b>74.4</b>	<b>13</b>	<b>469</b>	